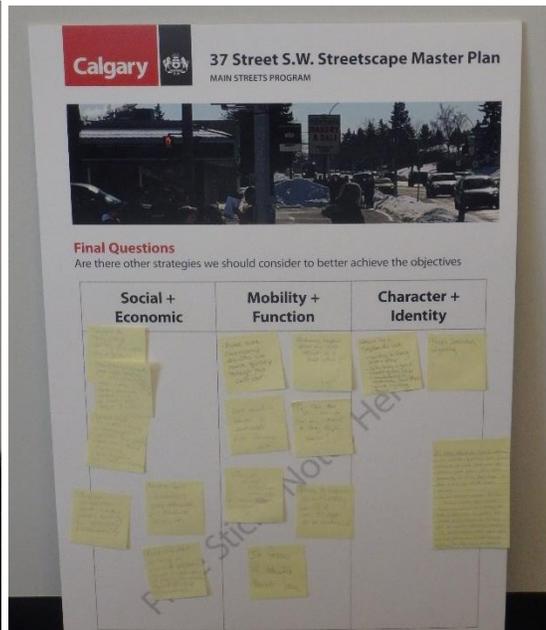
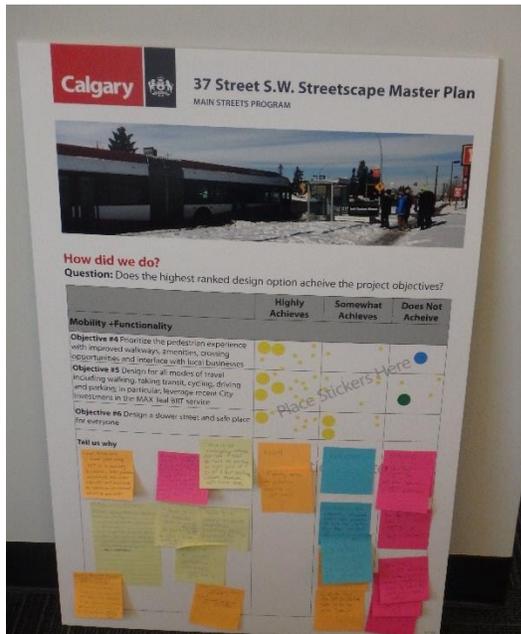




# 37 Street S.W. Streetscape Master Plan



Explore Phase Public Engagement  
 What We Heard Report  
 February 2019



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## Project 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.” The 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.

### Our Approach



### Vision

Main Streets are places where citizens come together. They allow us to travel less and live more by providing the things we need right in our own communities.

### Core Principles

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

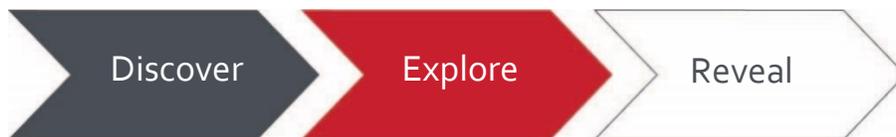
- Celebrate the character of the community;
- Encourage diversity of businesses, buildings and residents;
- Create a vibrant destination, and;
- Improve public health.

## What is a Streetscape Master Plan?

A Streetscape Master Plan is a high-level design guideline for public realm improvements. The Plan communicates the “big moves,” while leaving enough flexibility to adapt the plan as the street evolves. A Streetscape Master Plan is more than improved accessibility, safety and beautification. It is about place-making, creating vibrant places that put a priority on sociability, access and linkages, comfort and image, and uses and activity.

## Engagement overview

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



- In the Discover Phase we Listen & Learn; stakeholders and The City listen to and learn about public views, plans, concerns, and expectations.



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- In the Explore phase, public feedback is obtained through consultation to review preliminary design 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.
- The Reveal phase focuses on communicating the short- and long-term strategies that will be carried forward into detailed 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.

The Explore Phase of engagement took place from December to January 2019. The City of Calgary held a joint open house for the 37 Street and 17 Avenue Streetscape Master Plans with Calgarians on Dec 3, 2018. From December 4, 2018 – January 9, 2019, The City of Calgary hosted online tools on its engagement portal at [engage.calgary.ca](http://engage.calgary.ca) to solicit feedback from Calgarians. Engagement opportunities sought evaluation of how well the highest ranked design option met the project principles and objectives which had been developed incorporating Discover Phase engagement feedback.

This report back includes a high-level summary and the verbatim feedback from the in-person and online public engagement opportunities. In total, approximately 150 stakeholders participated in both engagement opportunities.

## What we asked

1. Do the Project Principles support What We Heard from the community in previous engagements? Select one of: "Highly Supports," "Somewhat Supports," "Does Not Support."

Through consultation, stakeholder and public engagement we have derived four key principles to drive the vision and implementation of the 37th Street SW Streetscape Master Plan: **Put pedestrians first; ensure travel options for all users:** Design for a pedestrian experience that is playful, inclusive and accessible, easily navigated and that serves all modes of transportation along 37th St. **Create a vibrant, all-seasons destination:** Transform 37th St into a fun, lively inner-city destination and a place of social gathering. We do this by ensuring 37th St is accessible, inclusive, and offers a safe and secure environment in all seasons. **Increase the green:** Enhance and beautify 37th St with tree planting and landscaping. **Shape a community street:** Reinvent 37th Street as a local amenity for the adjacent communities, businesses, and the diversity of its residents.

2. Does the highest ranked option achieve the project objectives?
  - a. Select one of: "Highly Achieves," "Somewhat Achieves," "Does Not Achieve." b. Tell us why?

**Social + Economic Objective #1** Design for the needs of users in all seasons and at all times of day. **Objective #2** Create a flexible and adaptable streetscape design that attracts longer-term investments. **Objective #3** Improve pedestrian comfort on the street to increase social interactions and gatherings.



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**Mobility + Function** Objective #4 Prioritize the pedestrian experience with improved walkways, amenities, crossing opportunities and interface with local businesses. Objective #5 Design for all modes of travel including walking, taking transit, cycling, driving and parking; in particular, leverage recent City investment in the MAX Teal BRT service. Objective #6 Design a slower street and safe place for everyone.

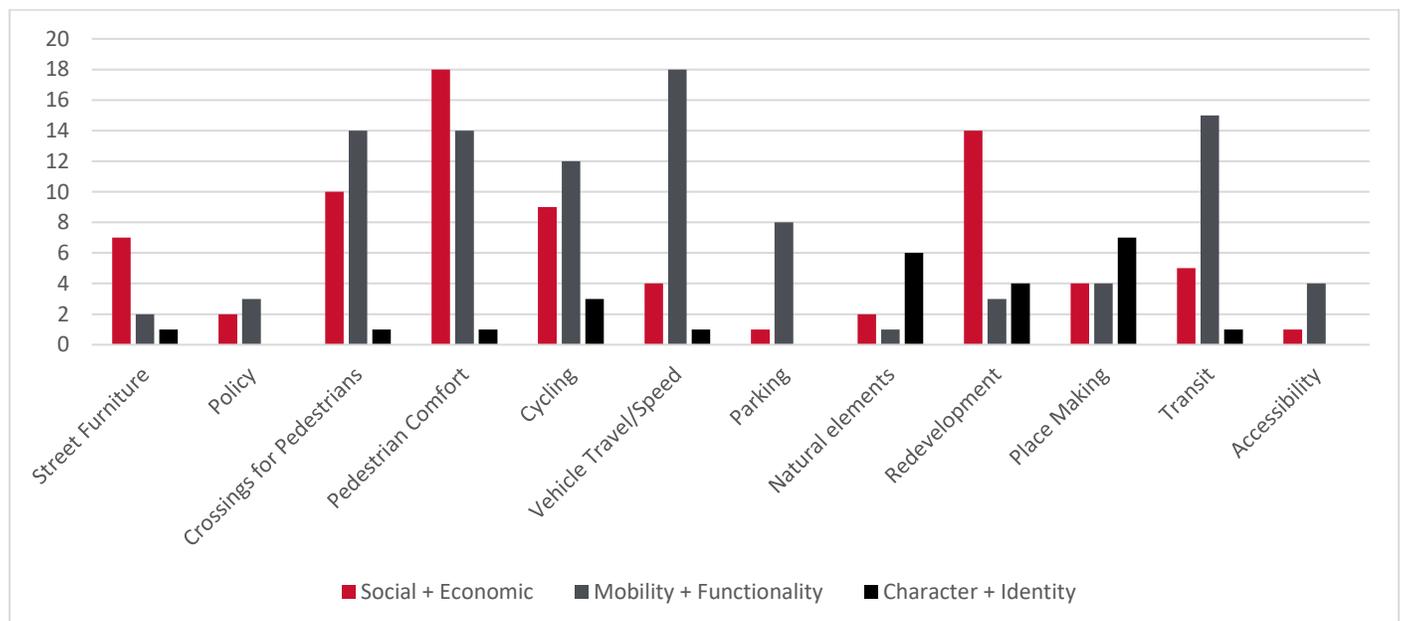
**Character + Identity** Objective #7 Include the necessary biodiversity, resiliency and physical space needed for vegetation to thrive. Objective #8 Reflect and provide opportunity for showcasing the diversity of adjacent communities, residents and businesses. Objective #9 Incorporate long-lasting, high quality materials that provide an enjoyable and comfortable user experience for years to come

- Are there other strategies we should consider to better meet Social + Economic, Mobility + Functionality, or Character + Identity objectives?

## What we heard - Overview

Overall, the majority of participants who provided input indicated that the project principles supported what was heard from stakeholders in previous engagement and that the highest ranked option achieved the project objectives.

A few key themes arose in participant comments including the following:





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When discussing Social + Economic objectives participants commented largely on **Pedestrian Comfort**, articulating that the wider sidewalks separated from the edge of the road would create a great deal more comfort walking along 37 Street. Participants liked the flashing beacons at **Crossings for Pedestrians**, but also wanted to see more connection to social housing and activity centres north of Bow Trail, more scramble intersections and raised crossings at major intersections. Regarding **Redevelopment** some participants want to ensure that housing in the community stays affordable, and while some participants felt the improvements would spur development near Westbrook Mall, others were sceptical that low density along 37 Street would mean the improvements likely wouldn't provide enough incentive for new commercial development.

Participant comments pertaining to Mobility and Functionality objectives also spoke to Pedestrian Comfort and Crossings for Pedestrians. And, identified concerns that restrictions on **Vehicle Travel** lanes might increase congestion and provided conflicting opinions on whether reducing **Vehicle Speed** would improve the pedestrian environment. Participants wanted to see priority travel for **Transit** through bus lay-bys or HOV lanes. Participants liked the addition of **Cycling** into the design but articulated concerns about a shared space for bikes and pedestrians on the multi-use pathway, additionally participants wanted to see better cycling connections to activity areas north of Bow Trail.

The City received fewer comments about the Character + Identity objectives, but those they received focused on **Natural Elements** and **Place Making**. Participants liked the additional trees in the design and recommended more bioswales. Comments about place-making were complimentary about the public space areas at Nodes and wanted to see some of those treatments extended down the street as well.

- ▶ To read a more detailed summary of the input see the section: [What we heard – Summary of Input](#)
- ▶ To read all verbatim comments received see the section: [What we heard – Verbatim Contents](#)

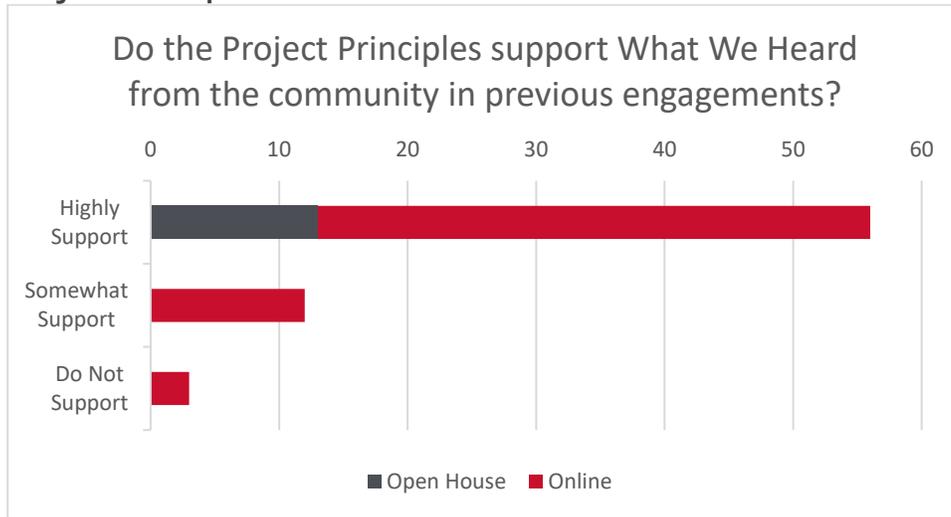
## Next Steps

After the Explore Phase of public engagement was completed on January 9, 2019 this What We Heard Report was shared with Calgarians on the City's engage portal at [engage.calgary.ca](http://engage.calgary.ca), the Reveal Phase will begin in the Spring of 2019.



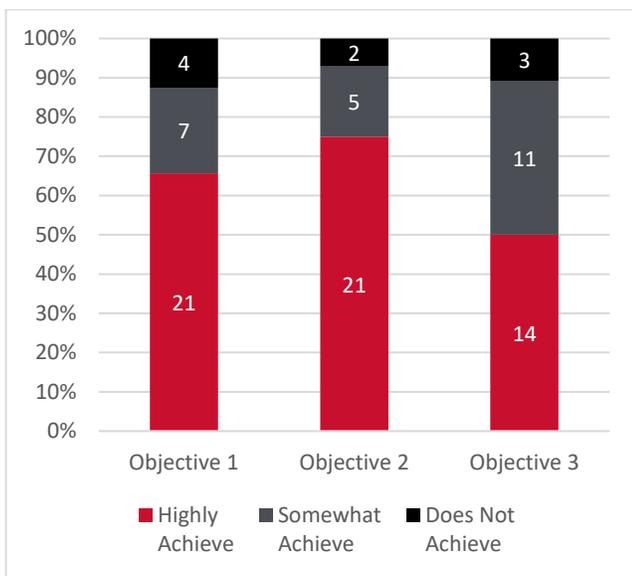
## What we heard – Summary of Input

### Project Principles



### Project Objectives

Does the highest ranked option meet the project’s Social + Economic objectives? Why?



Highly Achieves because:

- Improved pedestrian comfort

Somewhat Achieves because:

- Pedestrian and cycling connections to social housing across Bow Trail could be improved
- Lighting could be better in Zone 1

Does Not Achieve because:

- Reduces vehicle travel capacity of 37 St
- No transit lay-bys means transit is in the same traffic as all other vehicles (no priority)
- Multiuse pathways are less safe, should be uni-directional cycle tracks

Participants also shared with us:

- They liked the additional trees
- Some strongly agreed, and others strongly disagreed with slowing traffic
- That there was a concern that public seating might encourage loitering



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Does the highest ranked option meet the project’s Mobility + Functionality objectives? Why?



Highly Achieves because:

- Separation of sidewalk from road edge
- Separation of active modes from street

Somewhat Achieves because:

- Park & Ride for Westbrook LRT is lacking
- Cyclists and Wheelchairs will need to go up and down the curbs at intersection (as opposed to a smooth on-street experience)
- Concern about rush-hour traffic congestion

Does Not Achieve because:

- Lack of transit priority
- Reduced capacity for vehicle travel
- Needs better pedestrian crossings at Bow Trail

Participants also shared with us:

- Concern about shared space for bikes and pedestrians
- To remove on-street parking in areas where left turn bays are being removed
- To consider scramble crossings for pedestrians at Bow Tr., 17 Ave., and Richmond Road

Does the highest ranked option meet the project’s Character + Identity objectives? Why?



Somewhat Achieves because:

- Would like to see ideas for public space at nodes extended down the street
- Need more bioswales

Does Not Achieve because:

- The look is not unique to the area
- Does not adequately connect social housing north of Bow Tr. To 37 St.

Participants also shared with us:

- Concern about reduced travel lanes (for vehicles) leading to increased congestion



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## Additional Strategies

Are there other strategies we should consider to better meet Social + Economic objectives?

- Ensure that there are safe, sufficient, multi-modal crossing opportunities from areas with a high percentage of social housing to amenities and services on/near 37 Street.
- Consider incentives that can be used to attract different types of businesses
- Create more spaces for people to gather, e.g. restaurants, patios, coffee shops, bike lanes, etc.

Are there other strategies we should consider to better meet Mobility + Functionality objectives?

- Snow clearing and storage will increase functionality of sidewalks
- Address the issue of pedestrian and cycle crossing at Bow Trail
- Consider dedicated transit-only lanes
- Consider time-of-day HOV lanes
- Consider lowering the multi-use pathway to street level
- Consider a Park & Ride at Westbrook LRT station
- Improve cycle crossing of 37 Street at 26 Avenue

Are there other strategies we should consider to better meet Character + Identity objectives?

- Relax by-law set-back on west side of 37 Street to create more room for pedestrian and bike flow
- A central boulevard with trees would contribute to the look and feel
- Comfortable and aesthetic bus stops



### What we heard – Verbatim Comments

Following is a record of the feedback captured, as submitted, during the public engagement opportunities.

**Please note:** 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. The intent of the submissions remains.

### Project Principles

Q1. DO THE PROJECT PRINCIPLES SUPPORT WHAT WE HEARD FROM THE COMMUNITY IN PREVIOUS ENGAGEMENTS?

Highly Support	Somewhat Support	Does Not Support
56	12	3

Q2A. DOES THE HIGHEST RANKED OPTION ACHIEVE THE PROJECT OBJECTIVES?

	Highly Achieves	Somewhat Achieves	Does Not Achieve
<b>Social + Economic</b>			
Objective #1 Design for the needs of users in all seasons and at all times of day	21	7	4
Objective #2 Create a flexible and adaptable streetscape design that attracts longer-term investments	21	5	2
Objective #3 Improve pedestrian comfort on the street to increase social interactions and gatherings	14	11	3
<b>Mobility + Functionality</b>			
Objective #4 Prioritize the pedestrian experience with improved walkways, amenities, crossing opportunities and interface with local businesses	15	6	4
Objective #5 Design for all modes of travel including walking, taking transit, cycling, driving and parking; in particular, leverage recent City investment in the MAX Teal BRT service	21	7	8
Objective #6 Design a slower street and safe place for everyone	15	6	4
<b>Character + Identity</b>			
Objective #7 Include the necessary biodiversity, resiliency and physical space needed for vegetation to thrive	5	3	0
Objective #8 Reflect and provide opportunity for showcasing the diversity of adjacent communities, residents and businesses	4	2	3
Objective #9 Incorporate long-lasting, high quality materials that provide an enjoyable and comfortable user experience for years to come	5	2	2



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## Project Objectives

Q2B. DOES THE HIGHEST RANKED OPTION ACHIEVE THE PROJECT OBJECTIVES? TELL US WHY?

### Social + Economic Objectives

Highly Achieves:

- Improved sidewalks and a better flow for traffic makes sense and will improve sa.
- We are a multigenerational Mosaic village cohousing community examining this area to build 25-30 units in. We are so excited at City plans for this area, encouraging us to pursue building opportunity in this area. Human residential scale important.
- Yes! The narrow sidewalk currently makes the pedestrian environment thoroughly unpleasant. This would be transformative for our area
- better pedestrian safety environment
- Within the restraints of the existing businesses along 37th street I think the improved space for walking and biking along with some public space at intersections is a great start to making this area more attractive and accesible. I'd love to see more!
- But also needs to be followed with good consistent snow shoveling when appropriate.
- SCliff has been repeatedly told investment will follow density - if you do not want to see a change from the accepting attitude of community it is perhaps time for a better balance that trust.
- Any aesthetic enhancements will improve the overall appearance of the area.
- Better and safer pedestrian access will improve comfort and safety.enhance social interaction
- Present state of 1950-developed streets not conducive to safety/comfort/belonging of long term residents and safety of kids going to school for example. Delighted with plan
- Yes. Right now with a 5 and two year old I rarely walk to get groceries or run errands because it feels so unsafe. Ithia would make a huge difference and completely change how we use the street

Somewhat Achieves:

- Please address pedestrian issues at Bow Trail!!!
- It's easy to show trees on drawings. It's not easy to nurture them or keep them thriving after the development has been completed. Please dont just give lip service to the trees and actually design a sustainable street.
- Spruce Cliff has achieved 50% growth targets of MDP ( 67% since 2006) & has a hight ratio of poverty in the range of 30% - we need safe multi modal transportation - the north end boudary need to include the pedestrain/cycle crossing at Bow Tr
- Improves access/safety for pedestrians and bicycles, but I don't see anything for improved pedestrian lighting in Zone 1. Especially with mature trees in place, those towering street lights might not do the trick. It's very dark and empty at night.
- Would like streetlights to be double facing so that they face the sidewalk and the road - encourages use of paths, with safety in kind
- I think this is a great start and I'd love to see some of the other proposals for additional tranist and or bike lanes added to the project as well.
- If it ends up looking like picture 5, that might attract people. Long way to go.
- need crossing of bow trail improvements



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- Consider lowering the sidewalk to be at the same level as the roadway. This would reduce the number of bumps encountered for cyclists, individuals with strollers, and wheelchair users.
- This is a big improvement on the sidewalks, but there's still no reason for anyone to stop on their way through. Who wants to hang out in a huge parking lot?
- Needs automatically changing lights that take their time to change.
- Would like to see benches/seating areas; better pedestrian focussed lighting

## Does Not Achieve:

- No transit lay-bys have been added, causing MAX to get stuck behind regular bus routes. Convert the two right-hand lanes to HOV lanes to encourage transit usage. This achieve a goal similar to the envisioned MRU spur line.
- The proposed designs will reduce the capacity of 37th Street as a major vehicle commuting route. Especially the removals of one lane of traffic south of Bow Trail and the elimination of the left turning lanes at 26th Avenue. Impacts 2 major routes
- Multi-use pathways in the roadway context are explicitly discouraged in the Complete Streets Guidebook. Unidirectional cycle tracks should be provided and are supported by policy. The current proposal is not supported by policy because it is less safe.
- The lack of transit priority on the road despite carrying MAX Teal today, and possibly a west crosstown route in the future demonstrates a lack of foresight regarding whether vehicles or transit are to be prioritized.
- Way to much emphasis on assuming streetscape design will lead to long term investments.
- crossing of Bow Trail is critical to link the Activity Zone area 8th Ave to 17th Ave / 33rd to 37th St - once you get across Bow Trail... things planned are much improved for pedestrians / cyclists ( out of the splash zone and some trees)
- As an avid walker I avoid streets where there are four lanes of traffic due to noise levels, pollution and congestion. The overall low density of people along 37th Street is not likely to attract the development of commercial services for a long time.
- Relying on a multi-use pathway, rather than infrastructure supported by policy, places pedestrians and cyclists in conflict.

## General comments received:

- More trees would be great anything to beautify 37th St!
- Lighting at pedestrian level at crosswalks would help closer to 17th Ave intersection.
- Public seating between 17th and 26th Ave might encourage loitering with Westbrook, New Leaf and the bottle depot nearby.
- Strongly disagree with slowing and reducing traffic and speed. With more residents and cars in the future this is an important corridor and it might be more congested.
- Completely agree with slowing down 37 street and creating a pedestrian buffer. Cycling tracks along the whole route area a great idea (protected too!)
- Can see this boosting redevelopment and TOD around Westbrook mall!
- 37 Street and 17th Ave redevelopment. More trash cans at transit stops, street furnishings sites and pedestrian gathering areas. And more trash removed on a regular schedule. STOP LITTER. This has become a terrible problem in our communities.



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## Mobility + Functionality Objectives

### Highly Achieves:

- Will greatly improve the pedestrian experience on 37th Street.
- separation of active modes from side of street
- I'll be much more willing to risk riding my bike on 37 street when this is done. Walking through will be much improved as well.
- Node 1 - the retention of some parking on the west side will contribute to crowding the street, as will the median trees - separation of the sidewalk from the road edge is a HUGE improvement
- Designing a slower street is the most important in my mind, and I believe these design changes would have a significant impact

### Somewhat Achieves:

- Parking for Westbrook and 45 St LRT stations need to be addressed somehow.
- Excited for new amenities; concerned about high amounts of rush – hour traffic from Bow Trail down 37th.
- What happened to Westbrook Park and Ride Parkade? It was part of the West LRT design (originally). It is needed.
- I think that the 37th St / 26 Ave node could be more “node-ish.”
- as much looks to be being done - given the current development between Bow & 17th on the east side - the across parking lot walking /cycling is generally an unsafe conditons which perhaps the land owners will imporve if the city does the public part
- better north end crossings at Bow Trail
- Lower the MUP to the same level as the roadway. This will greatly improve the pedestrian and cycling experience by eliminating bumps for road crossings every block.
- Walkways and crossing opportunities look like the will be improved. Amenities and business interface are still awful. This whole area was built exclusively for cars and planting trees isn't going to make businesses more accessible at a human scale.
- to access the MAX from Spruce Cliff - you have to get across Bow Trail.
- I fear the intersection at 37th and AE Cross will encourage an illegal left hand turn without the center lane barricade causing higher risk to pedestrians, particularly young students.
- Implementing an HOV lane would slow down traffic, and could encourage some current users to use transit or use different roads. Consider eliminating rush-hour left-hand turns. These cause pedestrian accidents, as cars only look for traffic gaps.

### Does Not Achieve:

- Bow Trail and 37th Street pedestrian experience is NOT addressed.
- Bow Trail and 37th Street is already narrow space, taking space “to create” walking / green space.
- Bus stop on Bow Trail (5. South) and 37th Street is NOT addressed.
- 37 Street [illegible] and planning to make traffic flow 1 lane only each way!.
- Don't think speed is problematic.
- I believe node four in peticular sees a larger amount of both pedestrian and vehicular traffic during the work week, i believe a pedestrian overpass would greatly benefit public safety.
- There are few amenities and services along 37th Street that are going to be attractive to pedestrians. The whole premise seems to be building beautiful sidewalks to no where.



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- Relying on a multi-use pathway, rather than infrastructure supported by policy, places pedestrians and cyclists in conflict.
- The lack of transit priority and lay-bys for the conventional bus route illustrate a lack of foresight. 37th St. will become a major transit corridor in the future, and needs to have transit priority (ideally a dedicated lane) to encourage use.
- The 37th St. SW streetcar could be achieved now by introducing HOV lanes from 0600 to 1800 and bus lay-bys. This would create a traffic-free journey from MRU to Westbrook and beyond via MAX Teal. HOV lanes are not an option, they are a must!
- A good case of trying to please everyone and ending up pleasing no one. If you think the improvements will allow the Max Teal to be a Rapid transit route, I think you will be mistaken. All Vehicular traffic will be slower due to proposed changes.
- Multi-use pathways in the roadway context are explicitly discouraged in the Complete Streets Guidebook. Unidirectional cycle tracks should be provided and are supported by policy. The current proposal is not supported by policy because it is less safe.
- Stop being so hostile to cars!
- On-street parking along the whole road should be removed, traffic is too high and it is unsafe for entry/exit of vehicles.
- At the expense of one of the few north south commuting routes in SW Calgary. Will likely encourage NS drivers to use 45th and 33rd Streets and cause speeds and unsafe conditions to grow there.
- Lane widths still too wide.

## General comments received:

- I don't believe that a slower speed along 37th St is necessary to achieve a better pedestrian environment. With wider sidewalks and boulevards, the pedestrian environment will be much better.
- Strongly disagree what is needed most is a Park and Ride at Westbrook Station. There is not much mentioned about how this will help stop the amount of crime in the area since LRT was built.
- This is an emergency vehicle corridor – need to have no parking on right side of 37th St if for sections where remove left turn lane.
- 37 Street and 17th Ave redevelopment. Off street Cycling / Pedestrian space on multiuse pathway. Concern for possible conflict with shared spaces. Is it possible to create separate lanes for cycle and pedestrian? If not, then clear centre line markings required.
- Pedestrian crosswalk suggestion: 17th Ave and 37th St S.W. Bow Trail and 37th St SW. Make a scramble corner or diagonal crossing similar to Eau Claire area downtown. It's dedicated to only pedestrians and everyone crosses at same time with no moving vehicles.
- Node 3: If remove left turn bay – No parking for section of 37th St so still 1 lane can move at all times
- Node 4 Carry all points pedestrian crossing through Richmond Rd intersection
- All Nodes: All points pedestrian crossings. Add
- Node 1: raised crossing between island and mall Zone 1: use native species of grass – minimize maintenance
- Lower the sidewalk and do not implement cycle tracks or mixed cyclist and HOV lanes. Reserve enough road space to accommodate the fastest transit movements. A lowered pathway eliminated bumps that impede travel for all users, making a near cycle track.

## Character + Identity



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## Highly Achieves:

- please don't put "grass " at the road edge - the winter salt just kills it - some thing else that is "green" GHG sink please.

## Somewhat Achieves:

- I'd love to see whole sections of the roadway, especially by westbrook mall treated like how the interections are being treated with extra public space.
- Needs more bioswales.
- Its hard to tell what will be featured in the public spaces, but I'd love to see public space, local art featured and places that encourage the area as a destination for people from other parts of the city too
- looks to achieve a "good look" in all seasons - addresses the road salt kill of adjacent vegetation

## Does Not Achieve:

- Because the north boundary has been set at the South side of Bow & 37th intersection it is ignoring the aprox 30% poverly demographic and that this intersectio is an access point to our shared Activity zone 8th Ave to 17th Ave 33rd to 37th St /
- Could be anywhere.
- We have not been told about what materials will be used.
- Overestimates how much materials provide for enjoyable and comfortable user experience. Feeling safe and having snow and ice removed are far more important to pedestrian experience.

## General comments received:

- If parking allowed on 37th with only 2 lanes (x2) could lead to congestion like 17th Ave SW East of 14th Street

## Additional Strategies

Q3. ARE THERE OTHER STRATEGIES WE SHOULD CONSIDER TO BETTER MEET OBJECTIVES?

### Social + Economic

- Support Shag Village mobility through improve. X-ing @ 37/Bow
- One of the few communities that meets MDP w/ 68% growth since 2006 (with lots of social housing). Getting more and more walkers + need to support their x-ing of Bow Tr.
- Spruce Cliff is mostly City avg w/ demographics but has 30% [illegible] (more active travel less cars) + house long-term care + seniors subsidized living
- Consider mixed use that includes seniors housing for diversity + affordability
- Make sure communities stay affordable for residents, seniors, etc..
- Add affordable housing in vacant Westbrook lands (cornerstone of many communities + great access to amenities)
- Thanks for inviting everyone and nor restricting it to certain neighbourhoods
- Vagrancy and benches could be an issue
- There are lots of young families in the area (parent with strollers) make it comfortable for them to be out in the community
- As densification occurs concerns about Westbrook Triangle and Cannabis Shops



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- Transforming from post-war bungalows to infill. Not much on street parking (particularly w-C-train). Happy w/ way things are but could be a problem
- I/S for Bow Tr/37 excluded – most kids fr Shag Village go to St, Mike’s and have to cross that I/S it’s a safety concern
- Yes - make it safe from low income communities ( and there vulnerable populations ) to travel with dignity and safety ... they should not have to beg to be included to have a safe route to the grocery store or on the route to school
- I think the city is going the right direction. Less priority in cars and speed, and more on pedestrians would make a huge difference in this area. I have two small children and while the distances are walkable for
- What kinds of incentives will there be for different types of businesses to move into the area other than a nicer area? Will there be any specific incentive programs for different types of businesses?
- Implement an HOV lane to encourage transit use and discourage car use.
- Very comfortable design
- Anything but this!! Nothing needs to be done.
- Actually finding out where residents want to walk and why.
- For everywhere... more frequent transit.
- No soccer centre please
- Create more spaces for people to gather , restaurants patios coffee shops bike lanes , maybe a theatre or bowling alley , fix Westbrook mall and create a new mall with better anchor stores

## Mobility + Function

- Make sure emergency vehicles can move quickly through this corridor
- Reducing traffic flow on 37 street is a bad idea!!! (←Agreed)
- Very much in favour of addressing bike lanes (← Me too!)
- Q: How does this tie into the new intersection @ Grey Eagle Casino?
- Consider raised pedestrian crossings at major crossings!
- Have to address issue of crossing Bow Tr @ 37 and 33 have to be addressed
- In favour of dedicated transit lane
- Lighting @ 4:30 PM traffic really picks up ppl avoid coming to area businesses because of traffics
- Sidewalks need to be upgraded
- I like the street cars! Westbrook Station over to MRU?
- I like the rectangular rapid flash beacons, should be at all crossings
- RING ROAD. 37 St will be the only access north off Glenmore by the end of 2019 45 St will be permanently closed!!! Be aware that 37 ST becomes a major north/south connector the Province has agreed to hold off as long as possible until the overpass is built
- Bus stop on S. side of Bow Tr around 37. Nothing there just a post for #72. No bus shelter it’s brutal particularly for seniors, etc. NO sidewalk to bus stop
- Put in a park-and-ride at Westbrook LRT ONE park + Ride on 69th is not enough and too far. It is quicker and closer and safer to drive than use the LRT
- How does a multi-use (MU) path connect w/ all cycle paths (see diagram). It ends @ Bow Tr. But cyclists will either go thru Wildwood to Edworthy or cut through Spruce Cliff to get to commuter paths. Need to improve entire I/S @ 37/Bow so safe for all.



# 37 Street S.W. Streetscape Master Plan

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- Why does everything end @ Bow Tr/ 37. Person hit last week. Lots of kids cross here and this is the right scope. Really need to support active travel from affordable housing
- accessibility - improvements to wheelchair & strollers now seems to be crating challenges for those "unstable" but still walking - ramps are too steep and at T intersections take up the entire walk through path.
- Bike crossing from 26th Avenue across 37th is not great. Would be nice to tackle this in this project.
- Implement HOV lanes and bus lay-bys. Also lower the pathway to be at the same grade as the roadway. Because no other cycling alternatives exist here, this could allow for 37th St. to become a primary greenway in the area.
- Implement HOV lanes from 0600 to 1800 during weekdays to encourage transit use. Also lower the multi-use pathway to street level. This would make it similar to a cycle track, but would also accommodate wheelchair users and strollers. Ignore political nos.
- Noted above
- Anything but this!! Nothing needs to be done.
- The section to access the mall parking lot off 37th and 13th ave is very un- wheelchair/stroller friendly. It needs a ramp, crosshatch and sign is in wrong spot. I've had to use street risking getting run over because people park there and too much snow.
- Benches/seating/gathering places
- Following the Complete Streets Policy. This project does not.

## Character + Identity

- Would like a Stephen Ave look. Inviting to hang out and shop. Bike lanes and good walking facilities. Comfortable and aesthetic bus stops. Good lighting. Trees.
- Trees, benches, lighting
- 37 Street between Bow Trail & 17 Avenue S.W. On west side of street, relax Bylaw setback to create more room for pedestrian, bike flow. Also, allow opportunity to create "Bus Bays" to keep 2 lanes of vehicle traffic moving.
- Bylaw set-back between Bow Trail and 17 Avenue would effect mostly businesses which are already set back a fair ways or parking lots. Grade of landscape is relatively flat so should not cause problems.
- City should address this issue now ahead of construction and not leave for future. No piece meal development. Do it right the first time.
- input content... how load is the cut through traffic participants voices over shadding the local residents needs.
- Specific engagement with local artists.
- Bulldoze the whole area and start again?
- Beautifully esthetic master plan so far
- Anything but this!! Nothing needs to be done.
- A central boulevard with trees would contribute to the look and feel of the road

The green space in our neighbourhood has been reduced over the past five to ten years, although the establishment of green spaces along the north side of 17th Avenue have been converted to high density housing with the abolishment of green space.



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## Evaluation: About the session

### 1. How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
Clarity of information provided	4				
Format of today's session	3	1			
Opportunity to provide my input	4				
Opportunity to hear others' input	1	2			1
Session location	4				
Session time	4				

### 2. What worked for you about the workshop format and activities today?

- Good format, educated public engagement staff
- Time is good – Good venue
- The boards were informative w/ lots of specific information
- Seeing the concepts for the whole street, 37<sup>th</sup>, gave an opportunity to see the whole plan not just slices/intersections

### 3. Is there anything we could do differently to make it better?

- Too much text on posters
- Display "highest ranked design" options next to boards where public asked to provide input.
- Stay open a little later? 8:30 PM