



NEIGHBOURHOOD STREETS ROSEMONT

Phase 3 Engagement
What We Heard and What We Are Doing

March 2022



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Project Overview

About the Project

The Neighbourhood Streets Rosehill project launched in fall 2020 in a partnership between The City of Calgary and the Rosemont Community Association. The goal is to create streets where neighbours can connect and have access to travel options for all ages and abilities. The project includes:

- Community engagement to identify, prioritize and evaluate areas where we can make changes to the streets in Rosemont
- Installation of temporary traffic calming measures in 2021 along Rosehill Drive to reduce vehicle speeds and improve pedestrian safety and comfort
- Installation of permanent infrastructure starting in 2022, based on public engagement to evaluate and test the temporary measure, technical analysis, prioritization and available resources

This project had three phases of engagement:

- **Phase 1: Identification – 2019/2020**
 - This project was initiated by the Rosemont Community Association in 2019 with a focus on improving the crossing for pedestrians on Rosehill Drive at Rosewood Road N.W.
 - In 2020, The City created designs for traffic calming using temporary materials at each of the intersections along Rosehill Drive N.W.
- **Phase 2: Prioritization – Fall 2021**
 - In September 2021, temporary traffic calming measures in the form of curb extensions, were installed at four locations along Rosehill Drive.
 - In November 2021, public engagement was held to understand the effectiveness and impacts of the temporary installation. The What We Heard Report can be [found here](#).
- **Phase 3: Evaluation – Early 2022**
 - The project team is working on detailed designs for permanent solutions. Public engagement on these measures ran from January 24 to February 7, 2022.

Project Timeline

2019

- Rosemont Community Association initiated the project

2020

- Designs developed for traffic calming using temporary materials at each of the intersections along Rosehill Drive N.W.

Spring 2021

- Walk Audit and Street Lab with Rosemont School students to test and validate temporary measures before installing

Fall 2021

- Installation of temporary traffic calming measures followed by public engagements to understand the effectiveness and impacts of these temporary installations.

Early 2022

- Public engagement on potential permanent traffic calming measures.

Winter/Spring 2022

- Detailed design of permanent measures.

Summer/Fall 2022

- Construction of permanent measures as resources are available.

Engagement Overview

At The City of Calgary, decisions are made daily that impact more than one million people. Input from Calgarians, along with the input of other stakeholders, helps The City better understand the perspectives, opinions, and concerns of people affected by City decisions. Public input is collected, where appropriate, and considered along with other factors (such as cost, environmental impact, technical limitations, and long-range plans/goals) before decisions are made.

"Engagement" at The City of Calgary is defined as: *"Purposeful dialogue between The City and citizens and stakeholders to gather information to influence decision making."*

Engagement by The City of Calgary is designed to be:

- **Citizen-centric** focusing on hearing the needs and voices of both directly impacted and indirectly impacted citizens.
- **Accountable** upholding the commitments that The City makes to its citizens and stakeholders by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement.
- **Inclusive** making best efforts to reach, involve and hear from those who are impacted directly or indirectly.
- **Committed** allocating sufficient time and resources for effective engagement of citizens and stakeholders.
- **Responsive** acknowledging citizen and stakeholder concerns; and
- **Transparent** providing clear and complete information around decision processes, procedures and constraints.

The City's commitment to transparent and inclusive engagement processes is outlined in the [Engage Policy \(CS009\)](#).



Engagement Activities

Through inclusion, diversity, equity and empathy the engagement objectives for this project are:

1. To help understand the impact of the installations and effectiveness before determining where and what permanent solutions should be installed to inform what the permanent designs.
2. To understand if the temporary traffic calming measures help achieve the community vision in alignment with the Neighbourhood Streets Policy.
3. To consult the community with the 30% design options for the permanent installations.

Tactic - Online Engagement Page, open from January 24 to February 7, 2022

Outreach and Promotion

This engagement opportunity was promoted through social media ads on Facebook and NextDoor targeted to the community of Rosemont, an e-newsletter, the Rosemont Community Association, and three road-side bold signs throughout the community. The social media campaign resulted in 26,295 impressions and 138 total link clicks.

Decisions Influenced by Engagement

This round of engagement will help the project team understand what the residents of Rosemont like and dislike about the proposed concepts and provide an opportunity to hear what improvements residents suggest. This information will help the project team to decide what traffic calming measures should be constructed in the summer/fall of 2022.

What We Asked

The residents of Rosemont were shown four maps that highlight the locations and proposed traffic calming designs. They were then asked two questions:

1. What do you like about the proposed traffic calming improvements?
2. What could be improved in the proposed designs?

We received 30 contributions from 29 contributors.

To view online engagement page, including additional images, please visit [Neighbourhood Streets – Rosemont | Engage \(calgary.ca\)](#).

What We Heard

The following section is divided into general comments illustrating support and lack of support for these interventions. The next sections include what respondent's like and their suggested improvements for each of the locations.

Due to the low volume of comments from the community, all verbatim statements are included in this report and distributed by location and theme.

Question #1

What do you like about the proposed traffic calming improvements?

General Comments

This section includes general comments about the designs that were not connected to a specific location.

General Support

Around seventy percent of comments indicated **general support** for the proposed traffic calming solutions, many of which included suggestions for improvements for the proposed traffic calming measures. Some examples of comments indicating support include:

- *I think these existing and planned measures are good strategies to try and improve the situation. Some suggestions for enhancements are described below. Thank you!*
- *They will work for all involved to make all streets and sidewalks and pedestrian crossings a lot safer.*
- *I think its a great idea and LOOOONG over due.*
- *Great. Narrow down the street as much as possible as often as possible. This decreases speeds and reduces crossing distances.*
- *I like that some of these problem spots are being addressed*

Others mentioned that they specifically like the **speed humps** and some feel that more could be in the design:

- *I like the speed bumps. This will keep speeds down.*
- *I like having speed humps being put in some of the streets where cars speed through*
- *more speed humps along all of our streets or, even better, raised speed humps and raised pedestrian crossings at intersections*

Another general area of appreciation was about **accessibility**, through curb cut outs and wheelchair ramps. A few said:

- *I appreciate the curb cutouts to improve accessibility in the area and am shocked that they were not accessible to everyone previously.*
- *Like the wheelchair ramps, that accessibility is also important.*

Another resident appreciated the effort to reduce **short cutting traffic**:

- *I am happy that attention is being paid to the issue of visiting or 'out of boundary' traffic to our small community. The cross cutting traffic and the traffic to the park is quite continuous.*

Question #2

What could be improved in the proposed designs?

General Lack of Support

Approximately 25 percent of respondent are not in favour of the traffic calming designs proposed. These residents refer concerns about cost, lack of improvement, and being consulted before work was done. There is a clear concern about reduced parking because of these measures and a few others that are unsure of any benefit.

- *Nothing. For the love of Pete, don't add any traffic calming!*
- *We do not like the Rosemont traffic calming changes. The changes are not improvements.*
- *I think the design could be improved by cancelling the project and not spending another dime on this.*
- *Don't add traffic calming!*
- *I think the temporary curbs (all three) are useless. I get calming measures so put in some speed bumps. Why does the city ask for input after the fact?? Maybe solicit input before you do the work? Now that would be novel.*
- *nothing*

Others mention concerns about **parking impacts**:

- *Takes away from on street parking*
- *Nothing at all - maybe have one crosswalk that comes down from the walkway. Parking has been taken away from the houses where the devices are placed*
- *I do not like any part of this and think it is a waste of money. This is reducing parking on an already full, high density area where speed doesn't appear to be an issue. I also believe that this has the potential to create water and drainage issues by adding more obstacles in the flow and will not have any positive impact.*
- *Allow for parking again*

- *Get rid of the blocks on Rosehill Dr that take away all the parking on a high density housing street. They are awful and don't slow people down at all.*
- *The design could be improved by removing the Rosewood/Rosehill curb extensions. Is not the loss of on-street parking at Rosewood and Rosehill enough to also cancel this traffic calming measure? The Rosetree/Rosehill curb extension was cancelled due to similar concerns over negative impact on parking. 1256 Rosehill and 1258 Rosehill were not occupied in 2021 but when residents move in during 2022 parking will be even more limited.*

Others were unsure of the **benefit of traffic calming measures:**

- *The proposed 'tinkering' will have little to no effect on drivers shortcutting through the neighbourhood at speed*
- *They don't seem to work. Cars are still going too fast, particularly early am before sunrise.*
- *I don't think they do much, to be honest.*

General Suggested Improvements

Some residents provided suggestions for improvement, that were either not in reference to any location, or in reference to Rosehill Drive in general.

- *More focus on intersection narrowing. Speed humps help reduce mid-block speeds, but most collisions happen at intersections and these should be the primary focus.*
- *I think the bump outs should remain temporary. It's a waste of money to redo the concrete and paving, and just fills the landfill with more concrete and asphalt. It also allows for more flexibility in the future if things change.*
- *streets are more congested, snow gets trapped in the calming method, melt and ice builds up. Just crosswalk signs would be better, even if they have the flashing lights.*

Rosehill Drive:

- *For locations #3, #6 and #7 I feel curb extensions need to be on the north side of Rosehill Dr as well, so that pedestrians/ children can get beyond the parked cars to see if it is safe to cross.*
- *Additional speed bumps on Rosehill Dr.*
- *On rosehill dr easy/middle. First, put the things on the other side of the street, so the sun hits them and melts the snow and Ice! They are doing nothing but collecting water and turning into death traps. No one uses them because of it, nor do I feel that they going to help or fix any issues. Maybe a crosswalk light would be better. Another thing would be the "not take up the entire street parking for houses, I feel sorry for the people near the bend. They have zero parking near house 1247 on rose hill drive, the blocks take up 50 ft, the whole of their front yard! I would rather have more speed bumps than concrete walk outs!*

Rosehill Drive (west leg)

Neighbourhood Streets Rosemont



Area: Rosehill Drive (west leg)

Example Images



Temporary traffic calming curbs



Permanent traffic calming curb extension



Speed hump



Please note: This map is for illustrative purposes only and proposed changes are not to scale. Further engineering is required to confirm the proposed improvements.

V05

Figure 1- Map of Rosehill Drive (west leg)

What People Like:

Speed Bumps:

- People use these roads to connect 14th street and 10th street and speed all the time. The sight lines are terrible on Rosehill drive and pedestrians frequent the crosswalk here. I like the speed bumps
- I recently moved to Rosehill Dr near 14th and I appreciate attempts to calm traffic coming off 14th. It is still too fast. More speed humps would be great.

Suggested Improvements:

Raised crosswalk/ Crosswalk with Flashing Lights:

- I really think it would help the speed in general and safety for children if instead of the curb extensions there was a crosswalk with flashing lights.
- A traffic light out on Rosehill Dr and 14 St

- *The pedestrian crossing on Rosery Drive needs to have an overhead signal. As much as bump outs and speed bumps are helpful, there are very small children in the area walking to school and are EASILY missed, even by drivers doing the 40 km speed limit. Please consider.*

Improved Speed Humps and Dangerous for cars:

- *Traffic calming on Rosehill Drive (West) makes the right turn onto Rosery Drive dangerous when 2 vehicles meet at the intersection. The drainage 'hump' on Rosery Drive is poorly executed compared to other humps - it can loosen teeth & exhaust systems! I hope the proposed 'humps' are not like that disaster!*

Rosehill Drive and Rosewood Road

Neighbourhood Streets Rosemont



Area: Rosehill Drive at Rosewood Road

Example Images



Permanent traffic calming curb extension



Speed hump

Legend	
	Permanent curb extension
	Speed hump
	Wheelchair ramp



Please note: This map is for illustrative purposes only and proposed changes are not to scale. Further engineering is required to confirm the proposed improvements.

Figure 2- Map of Rosehill Drive and Rosewood Road

What People Like:

Increased Visibility and a Feeling of Increased Safety:

- *Rosehill/Rosewood. Improvement to crosswalk visibility, especially for smaller pedestrians. Thank you for considering Roselake at the school. Too many people park near/on the crosswalk at school times. Speed humps hopefully will help slow traffic but they need to be more like the designs found on Rosery to be effective.*
- *I like the traffic calming at Rosewood Road and Rosehill Drive. As a pedestrian I feel safer crossing the road because the crosswalk is more visible.*

Suggested Improvements:

Improve Visibility:

- *I would like to see improvements to the intersection from Rosewood road onto Rosehill Drive going either direction. Currently, this is a very blind corner and is dangerous for both vehicles and pedestrians as it is very difficult to see oncoming traffic without almost fully entering Rosehill Drive.*

Raised Crosswalk/ Flashing lights:

- *The existing crosswalk at Rosehill Drive & Rosewood Road should be a raised sidewalk. This is the most dangerous location in the community for children getting to school from south of Rosehill Drive.*

More Curb Extensions:

- *Extended curb by the school, on Rosevale.*

Parking Restrictions and All Other Themes:

- *At 6: the reason we started this initiative as a community was for improvement at this location as a priority. Can you place curb extensions on both sides of the street to help with the visibility of children crossing here? I also propose parking restrictions here at the extensions but know parking is a premium on that road and that residents are not likely to support less parking space. Failing parking restrictions can a flashing crossing be installed? Pedestrian visibility at this crossing is the safety issue and curb extensions alone, as they are, are not sufficient. (I cross here a number of times a day).*

Rosehill Drive (east leg)

Neighbourhood Streets Rosemont



Area: Rosehill Drive East Leg

Example Images



Temporary traffic calming curbs



Permanent traffic calming curb extension



Speed hump



Please note: This map is for illustrative purposes only and proposed changes are not to scale. Further engineering is required to confirm the proposed improvements.

Figure 3- Map of Rosehill Drive (east leg)

What People Like:

Speed Bumps

- *I like the humps on Rosehill Dr to slow ppl down.*

Suggested Improvements:

Fix Reduced Visibility:

- *Now that snow is melting, there are drainage issues at roseroy/rosehill drive near cambrian where the concrete blocks are placed. NO water able to get to catch basin due to build up of ice/snow at the temporary blocks. Speed humps to be installed need to be same design at those on Rosery or new one on 10St north of Cambrian.*
- *I am most impacted on the access to Rosery Drive from Rosehill Drive. I find the visibility has been reduced by these measures.*

Roselawn Crescent



Neighbourhood Streets Rosemont



Area: Roselawn Crescent

Example Images



Temporary traffic calming curbs



Permanent traffic calming curb extension



Speed hump



Please note: This map is for illustrative purposes only and proposed changes are not to scale. Further engineering is required to confirm the proposed improvements.

Figure 4- Map of Roselawn Crescent

What People Like:

- *Extended curbs at the bottom of roselake*
- *We walk and drive in our community and to have all traffic slower is great, especially bicycles and motor cycles, so when costs allow, let us plan for year to come to have more in this community, especially Roseview Drive N.W. and Roselawn Crescent N.W. Thank you with our blessings.*

Suggested Improvements:

Residents shared the highest number of improvements for the proposed designs for Roselawn Crescent and immediate streets.

Parking Restrictions

- *At 12: Can the curb extensions be accompanied by a 5m parking restriction to help with visibility of pedestrians coming from the park? Children use this path to cross on their way to school. Parking is*

not a premium along that road so I don not believe there would be much objection from residents to this proposal.

Drainage Issues:

- *I can speak to #11 as I live at this location and am aware of the amount of water that flows and ice that builds up in the gutters. Do not extend the speed bump all the way to the curb. Maintain a minimum of 30cm at the curb for water flow or some other mechanism to ensure water flow.*

Pedestrian Island:

- *2. At location #12 - the entrance to the park at the bottom of Roselake St. sees a lot of traffic both pedestrian and vehicle. If you install a pedestrian island in the middle of this large roadway area as well as your permanent curb extensions then people will be much safer crossing that open area of road.*
- *At Roselawn Cres and Roselake has a pedestrian island or traffic circle been considered? This is a very large space*

Speed Bumps:

- *3. I think that another speed bump on Roselawn Cres east of Roselake St would be prudent as cars do speed to the top of the Crescent heading east or coming down when heading west.*
- *Why are two speed bumps needed between 14th St and Roselake St. You can't speed up much by the time you get to the first one nearest 14th. The second one is likely all you need.*
- *Drivers don't just speed on the west part of Roselawn Crescent. During rush hour in particular they rip along the curved part of Roselawn and up the hill to Rosery Drive. More speed humps in this part would be beneficial.*

Unsure of Benefit:

- *What's the purpose of the curb extension in front of 98 Roselawn Cres and how it would calm traffic. No body drives thru there from the east nor from 14th. Might affect only the resident. Only person who regularly parks there is the postman. Never snow plowed so that doesn't matter. Do you inform the residents directly near it to make sure they know. How long will it take to build? What about water drainage to the drain by 98?*

Road Quality:

- *The asphalt along Roselawn Cres continues to fall apart, particularly in front of 96 Roselawn Cres and where the sink hole was partially filled last fall by 86. The road should be repaved along it's entirety. It's so ruff now with dips and manhole covers protruding in front of #50 it acts as a speed deterrent so may be that's OK.*

Reduce Speed to 40 km:

- *Posting 40KM/HR signs along with the speed bumps would be an even greater idea. And if the City Police are low on funding, put a photo radar vehicle on Rosehill or Roselawn to ticket these speeders.*

What We Are Doing

The following summarizes the range of input we received, grouping feedback into thematic areas, and how the project team is or is not incorporating the feedback into the design of the permanent measures.

Comment Theme	Comment Examples	What We Are Doing
Additional curbs on north side of Rosehill Drive to further narrow the roadway / intersection(s)	<p><i>“For locations #3, #6 and #7 I feel curb extensions need to be on the north side of Rosehill Dr as well, so that pedestrians/ children can get beyond the parked cars to see if it is safe to cross.”</i></p> <p><i>“More focus on intersection narrowing.”</i></p>	<p>Adding curb extensions to the north side is a logical way to narrow the corridor and would compliment the curb extensions on the south side. The project team will investigate curb extensions on the north side where we are introducing new wheelchair ramps but it is likely that curb extensions on the south side will be removed to mitigate drainage concerns.</p>
Requests for pedestrian flashing lights or raised crosswalks	<p><i>“... crosswalk signs would be better, even if they have the flashing lights.”</i></p> <p><i>“I really think it would help the speed in general and safety for children if instead of the curb extensions there was a crosswalk with flashing lights.”</i></p> <p><i>“The existing crosswalk at Rosehill Drive & Rosewood Road should be a raised sidewalk. This is the most dangerous location in the community for children getting to school from south of Rosehill Drive.”</i></p>	<p>At this time the crossings along Rosehill and Roselawn do not warrant pedestrian activated flashing lights.</p> <p>There have also been inquiries about fluorescent border crosswalk signs and high visibility signpost sleeves. At this time, high visibility signpost sleeves are used along major roads, such as divided collectors or arterials. The fluorescent border crosswalk signs are currently part of a pilot, and application to this context would be determined at a future date.</p> <p>A raised crosswalk at Rosehill Drive at Rosewood Road is something that was explored but not moved forward because a gap is required on either end to allow for drainage toward the catch basins east of the Rosehill Drive and Rosewood Road intersection. A gap would become a hazard for pedestrians and a grate to cover that gap is not feasible to maintain in the longer term due to corrosion and rust issues.</p>

Comment Theme	Comment Examples	What We Are Doing
Concerns that curb extensions or speed humps impact on-street parking	<p><i>"Parking has been taken away from the houses where the devices are placed"</i></p> <p><i>"Allow for parking again"</i></p> <p><i>"Takes away from on street parking"</i></p>	We are minimizing the number of curb extensions along Rosehill Drive and Roselawn Crescent to reduce on-street parking impacts wherever possible. Parking is permitting overtop a speed hump, so speed humps will have minimal on-street parking impacts.
Concerns that curb extensions or speed humps will impact drainage	<p><i>"I also believe that this has the potential to create water and drainage issues by adding more obstacles in the flow and will not have any positive impact."</i></p> <p><i>"NO water able to get to catch basin due to build up of ice/snow at the temporary blocks."</i></p> <p><i>"I live at this location and am aware of the amount of water that flows and ice that builds up in the gutters. Do not extend the speed bump all the way to the curb"</i></p> <p><i>"streets are more congested, snow gets trapped in the calming method, melt and ice builds up. Just crosswalk signs would be better..."</i></p>	<p>Drainage issues stem from a lack of catch basins along the corridor and in winter, intense freeze thaw cycles causing pooling in locations where there is very little slope to carry the water to the nearest catch basin.</p> <p>To avoid exacerbating drainage in issues, the project team is looking to minimize the number of curb extensions along Rosehill Drive and Roselawn Crescent.</p> <p>Speed humps will be designed in a way to allow for drainage along each curb.</p>
Concerns that there is not enough being done to improve pedestrian visibility.	<p><i>"Can the curb extensions be accompanied by a 5m parking restriction to help with visibility of pedestrians coming from the park? Children use this path to cross on their way to school. Parking is not a premium along that road so I don not believe there would be much objection from residents to this proposal."</i></p>	At the pathway crossing locations and at some of the new wheelchair ramp locations the project team will look into restricting parking on the approach to improve pedestrian visibility.
Suggestions for alternative measures at Roselawn Crescent and Roselake Street	<p><i>"At Roselawn Cres and Roselake has a pedestrian island or traffic circle been considered? This is a very large space"</i></p> <p><i>"If you install a pedestrian island in the middle of this large roadway area as well as your permanent curb"</i></p>	<p>Yes, traffic circle and pedestrian islands were considered but evaluation of drainage impacts deemed to great to move forward with these options.</p> <p>There is agreement that this intersection is wide. The project team is looking into a median on the east side of the Roselawn /</p>

Comment Theme	Comment Examples	What We Are Doing
	<i>extensions then people will be much safer crossing that open area of road."</i>	Roselake intersection in lieu of a curb extension in front of 98 Roselawn Crescent.
Requests for additional speed humps along Roselawn Crescent	<p><i>"I think that another speed bump on Roselawn Cres east of Roselake St would be prudent as cars do speed to the top of the Crescent heading east or coming down when heading west."</i></p> <p><i>"Drivers don't just speed on the west part of Roselawn Crescent. During rush hour in particular they rip along the curved part of Roselawn and up the hill to Rosery Drive. More speed humps in this part would be beneficial."</i></p>	Reducing the number of curb extensions along Rosehill Drive will likely free up budget to explore additional speed humps along the east leg of Roselawn Crescent.
Requests to repave Roselawn Crescent	<i>"The asphalt along Roselawn Cres continues to fall apart, particularly in front of 96 Roselawn Cres and where the sink hole was partially filled last fall by 86. The road should be repaved along it's entirety. It's so ruff now with dips and manhole covers protruding in front of #50 it acts as a speed deterrent so may be that's OK"</i>	Repaving of this corridor is not scheduled at this time and is outside of the scope and budget for this project.
Requests for posted speed signage and enforcement.	<i>"Posting 40KM/HR signs along with the speed bumps would be an even greater idea. And if the City Police are low on funding, put a photo radar vehicle on Rosehill or Roselawn to ticket these speeders."</i>	<p>The project team will review the location of posted speed signs along Rosehill Drive. The protocol is to generally not put up posted speed limit signs along local/residential streets.</p> <p>Requesting enforcement is possible and community members can do so through this link: https://www.calgary.ca/cps/traffic/traffic-service-requests.html</p>

Next Steps

This spring into early summer, the project team is working on incorporating feedback into detailed designs. Installation of the traffic calming anticipated later in 2022, as resources allow.

To learn more about the project or give feedback, please contact 311 or contact the project team at NeighbourhoodStreets@calgary.ca. Future updates will be posted to the [Neighbourhood Streets Rosemont](#)



[page](https://www.calgary.ca/transportation/tp/projects/current-planning-projects/neighbourhood-streets/rosehill-drive.html) (full link: <https://www.calgary.ca/transportation/tp/projects/current-planning-projects/neighbourhood-streets/rosehill-drive.html>).

Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.