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ANYTHING ELSE YOU'D LIKE US TO CONSIDER?

If there is anything you'd like us to consider related to the BRT program, please let us know.

Please let us know if you have any other questions about the Bus Rapid Transit (BRT) program or if there is anything else that you'd like us to consider.

Do you have any other questions or thoughts on the BRT program that you'd like us to consider?

Let us know if you have any questions about the BRT program.

Comment Submission Guidelines

Feedback provided is moderated to ensure a productive, positive and respectful space for everyone. All questions and comments are welcome but keep in mind that the submissions are being moderated and any comments that are insulting, rude or dismissive of others ideas are subject to removal. If you disagree with an idea or comment you are encouraged to have a discussion about the content and to do so in a way that is respectful and talks about the ideas not the person.

This forum is monitored 24/7 to ensure all submissions comply with the above Comment Submission Guidelines. Questions will only be monitored and addressed during regular business hours. Thank you for your understanding.

Add Message

Adding new posts is disabled for this conversation.

421 Messages

Most Recent First

Urban Biodiversity | Posted on May 20, 2016

Dear City fo Calgary, respectfullly please improve transperancy and public engagement at the community level . Thank you

J | Posted on May 19, 2016

I was interested if you could share the information on the modelling from the technical experts mentioned below?

A number of people here have submitted thoughtful notes on designing the SWBRT on 14th St with lanes on either side of the road. This could still be in dedicated transit lanes where possible and with signal priority at intersections. It seems this would be much simpler and cost effective. Savings could be put into things the communities are asking for like more pedestrian overpasses along key parts of

14th, and multi user pathways. Matching transit service with major activity sites along the route was one reason given for not doing this. To see how this would work, with a map of the proposed station locations in hand, I gave this a try from the sites to their closest stations. I found from the JCC or west part of Glenmore landing was about 500m, from Heritage Park was about 600m, the Rockyview Hospital was about 300m and CareWest was about 700m. I should add the walk up to the Hospital and CareWest has a long, steep hill that would be challenging those with health and mobility challenges. My take aways from this were that the stops are a significant walk from activity centres, and would best suit those with good mobility and motivation. I can't see the small additional distance to cross the roadway a make or break factor in deciding to take the bus or not. The other reason given for not doing this was the congestion at intersections. With the current proposed design I envision significant issues with traffic flow and congestion at the two intersections with the most volume on 14th St SW, Heritage and the 75th Ave Hospital entrance . By the last City statistics I could find, they handle daily 75 000 and 85 000 vehicle trips daily, respectively. Reports from the 2010 planning recommended more advanced modelling of these intersections. As of Oct 2015 I was told this had not been done, but would be. Could you let us know where we can view the more advanced modelling?

Reply (http://engage.calgary.ca/BRT/gettingaround#) CityofCalgary | Posted on Apr 19, 2016
Thanks for your comments, J. We're looking into your question about modeling with the technical experts - we'll get back to you soon!

J | Posted on May 19, 2016

A sponsored post that popped up on Facebook, seemed to indicate this portal would only be going until May 20th, not sure if that is correct? If that is accurate can you let people know how questions will be answered going forward? I know there were a couple of questions posed that I was waiting to hear more on, so thought I'd check if you had more details in case this is portal is being shut down. Do you have the additional information mentioned coming regarding the Rockyview Hospital station?

CityofCalgary | Posted on Apr 19, 2016

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Hi J - sorry we missed your comment earlier! You're right - 18 buses per hour in one direction, 36 in both directions.
We are still working with Rockyview Hospital and Alberta Health Services to determine the location of the station at the hospital. If the station is right on 14 St, as seen in the functional study drawings, the bus would likely not go up to the hospital itself. If another station location is selected, that would change the bus routing at the hospital. Stay tuned for more info about that station!
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Headlines Today | Posted on May 17, 2016

Brakes Put on Transit, this is the headlines in the Sun today. "Significant DECREASE in adult ridership so far this year". Busses have been cut and or scaled back on several routes. This should be a clue that this massive expensive waste of taxpayer money should of course NEVER be built. The reason we don't see or hear from Pincott or Nenshi is because when all of us are against this stupid project, these 2 are all for it. Just remember this when it comes to elections. I wave at all the empty buses on my way to work each day out of Oakridge thinking what a huge waste. Please stop with this project as no one wants it or needs it.

Provost | Posted on May 16, 2016

Dear City - just returned from Kelowna where a curb HOV lane works very well. As proposed earlier - HOV in curb lane, no barriers (helps snow removal and traffic can flow in/out of that lane).

Use google maps aerial view to view Harvey Ave (Hwy97). This is a majour Hwy that works.

Thanks - P

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CityofCalgary | Posted on May 18, 2016

Hi Provost - thanks for sharing your insights!

J. Hirasawa | Posted on May 16, 2016

I am disappointed with the lack of response from both Pincott and Nenshi's offices.

I would like to see a cost-benefit analysis for the SW, where many residents have opposed this project. Nobody has been able to provide this to me. I'm shocked -- in any responsible business, a feasibility analysis is necessary before a project can go ahead. This analysis needs to show the actual cost based on the SW population and the incremental ridership (ie: benefit) that will occur as a result of the project, based on some hard and meaningful data.

I have two business degrees and have even volunteered my time to do this. The simple fact is -- doing a high level back of the envelope analysis shows that this project does not make any sense in the SW from a cost perspective.

I'm supportive of public transit and improving traffic flows by reducing the number of cars on our streets...don't get me wrong. But I am only supportive of this when the COSTS are justified by the BENEFITS. And nobody has yet been able to point me to any analysis that has been done to show this. As such, I am not supportive of wasting taxpayer $$$.

Mrs. Darsi | Posted on May 15, 2016

I take transit daily. I live in Oakridge and take various buses (there are many to choose from depending on the time I want to go somewhere) to the c-train stations (both Heritage and Southland) and work in the downtown core. I don't understand why the BRT is necessary. The bus routes I take between home and the c-train stations go to the same places as the BRT is supposed to go to in Southwest Calgary and are always at least half empty (and switch over to the short buses in low periods because there are very few people using them). I have never had to worry about getting a seat on any of these buses and the schedules for them are great and varied. With the new expanded c-trains, the volumes on them are great as well and the only time I ever have an issue getting on one of them is if there has been a service delay and, even then, there is always one just 5 minutes away to hop on. Why is this necessary? I do not understand how there is any need for this. I encourage politicians to simply hop on the c-train and the bus routes that travel this area and see for themselves how easy transit is already in this section of the city.

CityofCalgary | Posted on May 18, 2016

Hi Mrs. Darsi – thanks for this feedback. As someone who is a transit user, you are probably aware that the LRT particularly in the south is overcrowded. The four-car LRTs ease some of the crowding on existing LRT lines, but the system is still overcapacity. Even with four car LRTs, the system as it exists today cannot accommodate for future growth. Additionally, the SW Ring Road may change traffic patterns in the area, but it will never redirect enough traffic off of 14 St SW to negate the need for the BRT. We've included some numbers for you below about current and projected ridership for the SW BRT:

- th and 90th Ave average 620 people per day

- Route 20 @ Glenmore on average is 1700 people per day

- th and Southland average is 1290 people per day

- th and Southland average is 1320 people per day

Ridership is driven first by population and jobs, and second by other factors, like the cost of parking, and the relative travel time by transit versus other means of travel, like driving.

The City monitors ridership on existing routes several times a year as part of performance monitoring to identify what changes to make to be more efficient, meet customer needs, address growth, and other factors.

The SW BRT Project will service existing transit users and is built to service the many more transit users to come. Significant growth is expected in southwest Calgary, including 19,700 new jobs across the quadrant, 4,000 more students attending Mount Royal University, and 36,000 living and working at Currie Barracks.

Without a reliable transit option, this growth will be equivalent to one or two additional lanes of traffic in rush hour along the corridor, leading to more congestion, increased travel times, and longer duration of rush hour periods. Similarly, without a viable transit option in place, roadway infrastructure would need to be expanded in the future to accommodate the growth. These infrastructure expansions would likely have a greater impact to adjacent communities than the SW BRT project does.

Existing bus routes in the area are being reviewed and may be adjusted once the SW BRT service opens to ensure the best coverage and connections for Calgarians. Transit customers who currently use a bus route to access LRT stations or other bus stops will still be able to access those important connection points.

Sandra | Posted on May 14, 2016

I live in Oakridge and I will not use the BRT. The stations are a 30 minute walk away. If I did take transit, I would take it to the LRT not to another bus that could get caught in Glenmore causeway traffic. My kids take transit daily (to MRU area and downtown) and they feel the existing routes work great. I'm not clear on who this is being built for. It seems like another Brian Pincott anti-car pet project.

Expanding 14th has been discussed for years. Unfortunately with this plan, it will only be useful to half empty CT buses. Why not HOV lanes that could be used by CT as well as school buses, handi-buses and people car pooling

CityofCalgary | Posted on May 18, 2016

Hi Sandra – thanks for taking the time to participate. Information on projected ridership and rationale behind providing an alternative to the LRT is posted in response to Mrs. Darsi, above your post.

Ayapapaya | Posted on May 13, 2016

Please implement zoning so that transit fares are higher for longer distance trips.

I don't think it's fair that someone who rides the bus from McKenzie town pays the same fare as someone who lives in inner city when trying to get to downtown. It encourages urban sprawl, which is a serious problem for Calgary that adds to the infrastructure costs in the long run.

CityofCalgary | Posted on May 18, 2016

Hi Ayapapaya – thanks for this input! We will share it with Calgary Transit.

Al | Posted on May 13, 2016

How will you mitigate the noise and dust during construction for the homes on the east (Haysboro) side of 14th St?

Al | Posted on May 19, 2016

Waiting for response.

RGHwalker | Posted on May 13, 2016

I posted a question March 28; no response. Re-posted April 18; same. Re-posted May 7. Nuthin. This forum has been nothing but a waste of my time.

CityofCalgary | Posted on May 16, 2016

Hi RGHwalker - We understand from a conversation on Facebook that took place over the weekend that you have some questions that haven't been answered. We hope we're able to help! Did you post under another username? We only see the one post under the username RGHwalker.

Concerned Taxpayer | Posted on May 9, 2016

I have a suggestion the would cost zero dollars to implement and would give us far more accountable information. How about instead of CityOfCalgary answering these questions (thankless job I might add) that each City Councillor and the Mayor take alternating days manning this blog and answering questions? While CityofCalgary is doing an admirable job in trying to answer questions, he/she is not a decision maker and has no influence on this project.

If the Mayor or our Councillors had to answer these questions they would surely have to listen to people and educate themselves on this project. Clearly, with the vast majority of feedback being negative surely they would kill this project. How about it CityOfCalgary? Will you ask Diane and Brian to take a day to answer some of these questions?

Put out the Fire | Posted on May 5, 2016

Here's an idea, if we have all this taxpayer money to throw away on this not needed and ridiculous brt project, and don't get me started on the Next Project either, instead let's put it to something useful like helping out the poor folks in Fort McMurray?????

My heart is breaking for all of them.

Concerned Taxpayer | Posted on May 4, 2016

I do not understand the need for the BRT in the south west. The cost is astronomical and without any real need. The 56 bus to the LRT works very well. In off peak times Calgary transit even switches to smaller buses and less frequent service. Why do we need a $65M BRT when there isn't enough ridership to support the existing transit system. Given the downturn in the economy there are even less people going downtown from the SW.

I am also concerned with the narrowing of 14h St when this route already suffers from traffic congestion.

There is just no need for this service period - especially at the cost of providing it.

17th Ave Timeline | Posted on May 2, 2016

What is the timeline looking like for the 17 Ave SE transitway? On the main page for the project, there is a project timelime saying construction could begin May 2016. There's also another document that is linked on that page where it says July 2016.

CityofCalgary | Posted on May 10, 2016

Hi 17 Ave Timeline – thanks for your interest in the 17 Avenue S.E. BRT project! We are currently working through construction staging and detailed design. More information about when construction will start should be available soon and the **project page (http://www.calgary.ca/Transportation/TI/Pages/Transit-projects/17-Avenue-SE-BRT.aspx)** will be updated with that information.

24th street biking? | Posted on May 1, 2016

How about recreational bike lanes along 24th street from Bebo Grove to South Glenmore park?

It would directly connect more people in these communities to the recreational areas and take pressure off the parking in them. The side streets are slower and easily feed into 24th street. 24th street is more challenging to bike on, especially for families.

I've heard that 24th street is so wide because it was an alternative for the ring road. There's more than enough space to put this through, and it could also help both cyclists and drivers better understand driver / cycling interaction.

I've noticed a lot of cyclists biking on the sidewalks of 24th street.

CityofCalgary | Posted on May 9, 2016

Hi 24 street biking – your suggestion about recreational bike lanes along 24 Street S.W. from Bebo Grove in Fish Creek Park to South Glenmore Park is appreciated and will be passed along to the planning/technical team! Thanks for participating!

urban biodiversity | Posted on Apr 29, 2016

Dear City of Calgary Engage.Calgary,Ca/brt , may I respectfully ask the reason why my last entry was deleted as all the information came from either the lengthy City Hall Transit Committee meeting on April 20, 2016 or from other current entries on this engage site ? Thank you kindly.

CityofCalgary | Posted on May 2, 2016

Hi Urban Biodiversity - sorry about your comment being removed. Because the moderation system is partly automated, sometimes comments are temporarily removed when they shouldn't be. We do our best to get those comments back up as soon as we can review them; but because yours was posted on Friday there was no one here over the weekend to approve it. Thank you for your follow up.

urban biodiversity | Posted on Apr 29, 2016

In view of the fact that most citizens in SW Calgary where honestly unaware of the proposed SW BRT until late in 2015 and communications from Councillor Pincott and City Open Houses advised the public that the SW BRT was a done deal and the only public input being sought was with regard to (design) details and His Worship Mayor Nenshi cancelled remaining Open Houses in favour of a "more controllable" on line engagement process then it would appear that the City is not sincerely interested in providing public engagement to impacted SW communities along the proposed SW BRT route. This is also demonstrated when the extensive , lengthy and detailed public engagement for the SE 17 th Ave. BRT is compared to the limited and surficial public engagement process for the SW BRT. It raises the question as to why the City is conducting the SW BRT process this way. Through the SW BRT project does the City intend to :1) increase population density in the existing SW communities without firstly conducting a full engagement process with the public? 2) facilitate directly or indirectly commercial and residential developments and redevelopments in the existing SW communities and community green spaces without firstly conducting a full engagement process with the public? 3)conduct or transform land use planning and policy to facilitate transit oriented development (TOD) or redevelopments in existing SW communities and to therefore build SW BRT ridership population through increased population density in exsiting SW communities without firstly conducting a full engagement process with the public? 4) build permanent transitway stations and transit roadways for the City to attract developers to build high density developments or redevelopments in existing SW communities without firstly conducting a full engagement process with the public? 5) to route the SW BRT through Glenmore Landing, Rockyview General Hospital, Mount Royal University, Currie and downtown to rationalize increasing population density through TOD of existing SW communities without firstly conducting a full engagement process with public? 6) to conduct private discussions with developers with interest in the SW communities to meet the ends outlined above without advising the public in general of the outcome of those discussions? I respectfully submit these questions to the City of Calgary Members of Council, the appropriate City Transit Committee and the City of Calgary Administration. Thank you for your attention to these questions and I look forward to your responses which will have a major influence on the future of the SW communities located near the proposed SW BRT. Thank you.

CityofCalgary | Posted on May 9, 2016

Hi Urban Biodiversity – thanks for these thoughtful questions. We are putting together some information for you and should have a response posted soon. We have, in the mean time, responded to your other query about construction impacts, **here (http://engage.calgary.ca/BRT/routes)**, on the Routes and Ridership page.

CityofCalgary | Posted on May 12, 2016

Hi Urban Biodiversity. The BRT program didn't receive funding until September 2015, at which point we immediately began communicating with the public. If you look at both 17 Ave SE BRT and SW BRT projects, you'll find that they had the same engagement and communications programs. In fact, the SW BRT project hosted more public information sessions and met with more communities to ensure we spoke to Calgarians along the length of the 22km route.

Developers are required by The City to conduct public engagement prior to the start of a development project. We hope this answers all of your questions. If you would like to learn more about development in Calgary, you can see the Land Use Bylaw here **http://lub.calgary.ca/ (http://lub.calgary.ca/)**

Urban Biodiversity | Posted on May 16, 2016

Thank you for your response City of Calgary. Although I have reviewed your response I believe the many and varied participants at the April 20, 2016 Transit Meeting at City Hall leaves the distinct impression that the 17th Ave SE BRT has undergone a far greater public engagement process in reality. Also I again respectfully ask that The City supplies a map of the City lands to be sold to Rio Can Real Estate Developers at the Glenmore Landing Shopping Center. Thank you kindly.

Doubtful | Posted on May 9, 2016

Dear Urban Biodiversity, I think we know the answer to your questions is "Yes to all of the above!"

City administration reported to the Transportation Committee on April 20 that the results of the 'online consultation' on the Engage Portal have been 'balanced with more in favour of the project than against'. So you think you're going to get honest answers to your questions?

Concerned Taxpayer | Posted on May 10, 2016

CityOfCalgary,

Doubtful is saying that the City administration has misrepresented the input from this portal. Any reasonable person reading these messages would see that most people are very much against this project. Will City administration be making an updated report saying that the vast majority of people responding are against this project?

mike saunders | Posted on Apr 28, 2016

What is going on with our administration? We don't have the capacity to have dedicated bus lanes. We woul dhave to actually expand the width of existing streets ie: 10 St N. W. 14 st S.Ww

Sally | Posted on Apr 25, 2016

I asked 2 questions in a comment posted a couple of weeks ago only to come back and find that it seemingly was deleted with no response. Frustrated with the process, I walked away, but realized that to get an answer, I'd have to ask (again and again) if necessary. My questions: firstly, what is the plan with the dedicated turning lanes on and off of 14th street (ie. northbound exit eastbound onto Heritage, southbound exit westbound onto 90th, northbound exit westbound into Rockyview Hospital) and secondly, why (as a BRT) is the bus planned to heave into the MRU area and not directly down Crowchild towards downtown?

CityofCalgary | Posted on Apr 28, 2016

Hi Sally - We looked into this and no comments made by "Sally" have been moderated/removed by The City. We can continue to look into this issue if you are able to provide some additional information about your comments. For example, were your comments posted in this comment thread and do you recall what date/time they were made? Did you use the same user name (Sally) for the other comments? We appreciate that you have re-posted your questions and are sorry you're having such a frustrating experience.

In regards to your first question – can you please elaborate slightly on what you mean? We would like to provide you with the best detail possible so need some more information. When you are referring to the "plan with the dedicated turning lanes on and off 14 Street" are you referring to signal priority for transit vehicles, signalized turning, construction or something else?

The BRT will serve MRU because the university is a key destination in southwest Calgary for many residents. There is currently no comparable service for those attending MRU or working on the campus to the SW BRT. For example, a student attending MRU from Woodbine currently has a ride time of about 90 minutes. The new SW BRT would offer a direct connection to MRU so travel time will be significantly reduced from 90 minutes to about 55 minutes when travelling from Woodbine. Travel time from the Woodbine Terminal to Downtown is estimated to be about 50 minutes and travel time from Glenmore Landing to Downtown is estimated to be about 35 minutes with the SW BRT. These travel times are estimations for the A.M. commuter peak and may vary depending on where exactly you are going downtown. We hope this has been helpful!

Concerned Taxpayer | Posted on May 4, 2016

Seriously, 55 minutes? We are going to spend $65M and counting to develop a service that will take 55 minutes for a 10 minute trip by car. Who will use that service when it takes so long? Also, wouldn't it be more cost effective to put on a more direct bus service for core school hours from Woodbine using existing infrastructure?

CityofCalgary | Posted on May 12, 2016

Hi Concerned Taxpayer - Not all Calgarians have the luxury of car ownership or daily car use. In fact, a survey of more than 3,000 current transit users in the SW showed that 67% of respondents do not have access to a vehicle. For many of those 3,000 current riders, the SW BRT will be a faster option than their current commute. Woodbine to MRU is currently 1.5 hours. It will soon be 35 minutes. We'll also add that on average, 22% of people living in SW communities rely on public transit every single day, with the exception of Eagle Ridge, which has 0% daily transit use.

Urban Biodiversity | Posted on May 16, 2016

I'm not sure that it is fair or accurate for the City to give the overall impression that Eagle Ridge residents do not use public transit. I know of an elderly person who resided in Eagle Ridge and used public transit to be able to do volunteer work for others. I shall contact them although I don't beleive they have a commuter.

Sally | Posted on May 2, 2016

My original comment was posted under the username 'SS' and was posted roughly April 2nd.

To clarify my first question, no, I am not referring to signal priority for transit vehicles, signalized turning or construction, I am wondering what the plan is with the existing turning lanes/yield/merge lanes on 14th Street (specifically, the free flowing dedicated turning lane which moves traffic from 14th Street southbound onto 90th Avenue westbound, the dedicated turning lanes on14th Street southbound for traffic onto Heritage Drive eastbound, the dedicated turning lane which moves traffic from 14th Street northbound into the Rockyview General Hospital, and the free flowing yield/merge which moves traffic from 14th Street northbound onto Heritage Drive eastbound) will these remain or will be they be removed? If removed, what plan is there to keep traffic flowing through and off of 14th Street at these 3 intersections?

Thank you for your response to my 2nd question. I would have thought the BRT would have been a good alternative for people wanting to get downtown, but, for me anyway, the side trip into MRU, adding time, does not accomplish what I would have hoped a BRT would have.

CityofCalgary | Posted on May 12, 2016

Hi Sally – thanks for clarifying your question. The SW BRT technical team has provided details about the current plans related to traffic patterns for you. Yes, the southbound right turn lane located at the intersection of 14 Street S.W. and 90 Avenue S.W. will still have free-flowing traffic. Yes, the dedicated left turn lanes for south and eastbound traffic at Heritage drive will also maintain free-flow traffic conditions once the SW BRT is running. The yield/merge status for northbound to eastbound traffic at Heritage Drive and the dedicated left turn lane for north to westbound traffic at 75 Avenue which also serves as the entrance to Rockyview Hospital, will also retain free-flow conditions. Basically, where there are free-flowing traffic conditions today, the plan is to retain those conditions for when the SW BRT is operational. It's important to note that the existing and proposed traffic conditions do not have free-flow configurations at the intersection of 14 Street S.W. and Heritage drive; this is currently and will remain a yield/merge condition.

The big picture | Posted on Apr 25, 2016

I love the effort the city is making to continue to interact with it's residents. I agree fully with the dedicated bus route lanes on 14th and feel the current design should be incorporated to also in the future consider joining bus routes in the further southwest around the west side of Fish Creek Park.

It would be nice to see more technical information for the proposed locations of stops, pedestrian overpass design options, design of sound mitigation methods and intersections. (Possibly similar to the way options have been proposed for bus stop designs and shelter security/features.)

I also feel that not including some parking design at the major stop area's is unrealistic (bicycle parking is wonderful but winter makes drivers of most of us!) What impact will this have on existing bus routes that cross this path?

CityofCalgary | Posted on Apr 28, 2016

Hi The big picture – Thanks for your participation! We are glad you feel so positively about the efforts made by The City with residents. We are taking feedback like yours on pedestrian over pass design options, noise barriers and request for technical information back and will have a report back to citizens with these details soon. In the meantime, visit calgary.ca/SWBRT for more information about station locations, etc.

Thinkerbell | Posted on Apr 23, 2016

SW BRT seems a bit arrogant right now if there is any emergency to evacuate every resident in each community are trapped. Every road way is a bottleneck & any little space there is city hall have to make sure & force additional infrastructure in, to the tilt.

How can anyone in their right mind consider burdening 14th, 24th, Anderson etc. any further? Do they know if it snows too hard traffic is stuck for 1-2 hrs on Southland & 14th? So how do one squeeze more bus lane etc. in? When have any motorist seen 6-12 people at any stop at any given time waiting for a bus from all these proposed communities? If there are issues just add more buses in of 30 mins wait 10 etc. Just like these bike lines 2 people riding a bike at the cost of $ms?

All roadways are screwed up emergency vehicles should have dedicated lanes so they can get through but counsel thinks BRT. Any gap in roadways that seems to flow in anyway they have to block up. You would think a sensible transportation in Calgary's industrial areas, instead of still talk about buses to downtown, there should be LRT access going through every industrial spots in the city. Even if trolleys were used to meet up on the LRT.

Every stone throw is a stop light & Deerfoot is useless as a highway. Is this a city or shanty town?

If the $40m burning Nenshi's fingers why not build a mental hospital? An actual facility that employs long term workers psychologists, analysts, clerical, janitorial etc? Instead of all these outhouses?

Or spend the money on LRT to Cochrane, Airdrie, Okotoks, Edmonton etc. do commerce with the rest of the country instead of barricading the citizens inside each community of Calgary.

Hard to Justify | Posted on Apr 21, 2016

Why are you at the city not putting in additional HOV lanes on 14th St to solve this transit issue? Have any of the people proposing or supporting dedicated bus lanes with concrete barriers and the side boulevards removed ever driven down 14th in the winter after a heavy snow fall, or even in the summer with a stalled car or emergency vehicle trying to get through. This costly dedicated bus lane part of the plan seems hard to justify in terms of it's ever increasing costs, and the problems it will create for the rest of the traffic on 14th, and in and out of local communities. Rethink this please.

CityofCalgary | Posted on Apr 28, 2016

Hi Hard to Justify – thanks for this input. HOV lanes have been considered for the SW BRT project, but ultimately not deemed the best solution to achieve our objectives. HOV lanes don't provide the same rapid, reliable, attractive transit service that we are working towards. Bus-only lanes provide assurance of bus reliability, while HOV lanes (mixed traffic) present the same challenge to reliability as a standard mixed use lane. From a traffic perspective, a mixed use HOV lane would require cars to stop behind buses at stops - with dedicated lanes, traffic will operate as it does now, no matter the bus schedule. To create bus pull-out spaces so that HOV traffic can bypass buses would require more land than the current proposal. Hope this is helpful!

urban biodiversity | Posted on Apr 29, 2016

How does the City measure the overall increase or decrease in effectiveness, efficiency and economy for ALL STAKEHOLDERS with the implementation of the SW BRT? Does the City really believe that Calgarians will abandon their cars in mass to become SW BRT riders? How does the City measure the increase in effectiveness, efficiency and economy of the SW BRT compared to simply increasing the frequency of exisiting buses and adding needed bus stops? How many trip minutes will actually be saved...5 , 10, 15 minutes? How many more riders will use the SW BRT? How do you know?

urban biodiversity | Posted on Apr 21, 2016

Dear Fellow Readers ...I respectfully recommend that you read the revealling posting of "AFH" on March 28, 2016 under the area heading of Transit Oriented Development (TOD). And the replies to AFH. This may be the real reason behind the "rush" to build the SW BRT. Thank you.

Concerned Taxpayer | Posted on May 8, 2016

This is a great post by AFH. I highly recommend you all read it.

Algoma | Posted on Apr 21, 2016

It appears the decision to build this line has already been made without without input from the community. I would like to see this route scrapped from 14 Th Street on out.

The emphasis should be on LRT. This money would be better spent by using it the convert an additional avenue to LRT downtown. This would allow nearly doubling the LRT capacity.

I use to take the feeder bus to Anderson before the line was extended. The trains use to nearly fill up at the this stop leaving little room for others down the line. After the expansion of the line, I had to waite for several trains before I could squeeze my way on. I ended up car pooling for 3 years before trying the train again. By this time ridership on the feeder bus and at Anderson station had decrease so much that I could get on the train. Extending LRT lines is poor use of tax dollars unless train traffic can be dramatically increased.

I submit that residents from 14th Street south should determine if this line should be built instead ot city officials

Woodbine resident | Posted on Apr 21, 2016

The SW Bus should start in Evergreen, by pass Woodbine, travel on 37th, left turn at 24th and pick up riders along that bus route. The majority of riders will have to travel from Evergreen to Woodbine, so start the bus in Evergreen. The bus can continue to 90th and turn onto 14th.

This makes so much sense in terms of riders wanting the bus to pass through neigbourhoods.

You do not have to dedicate a lane on 14th to the bus, as it is turning into the hospital anyway.

Your plans and information may not be current with the ridership from Evergreen.

thanks

Woodbine Resident 2 | Posted on Apr 25, 2016

As a low-middle income person living in Woodbine as well I actually highly hope that this project will still include our community. I look forward to my children being able to access Mount Royal and downtown safely, efficiently and effectively. A dedicated lane make the most sense considering the current levels of extreme congestion that are an issue during rush hour (which will only increase as the SW continues to be developed). Half the reason I don't personally take transit currently is due to the number of transfers required to get to my place of employment.

CityofCalgary | Posted on Apr 28, 2016

Hi Woodbine Resident 2 – thanks for your support! We are excited to be bringing Calgarians improved and more reliable transit service!

urban biodiversity | Posted on Apr 20, 2016

At this point I do not know when this engage.calgary.ca/brt website is going to be closed for submissions. I am concerned that this whole process is less about Bus Rapid Transit and more about future Transit Oriented Development(TOD) in the areas and communities that these Bus Rapid Transit vehicles will serve. In the interests of democracy and transparency for the citizens and voters in each community and all future developments in each community I respectfully request that all terms and conditions of Transit Oriented Development (TOD) in each community is firstly subject to a democratic vote on the TOD by all the citizens and voters in that community in Calgary. Thank you.

Mark | Posted on Apr 20, 2016

Will there be any more open houses to replace the cancelled Haysboro open house. I would like to see the maps on how traffic will flow at Heritage Park and Rockyview Hospital and merging onto 14St to Glenmore flyover

CK | Posted on Apr 20, 2016

Hi there,

It's interesting to me that there is no planned stop at Southland and 14th Street - I would have thought this would be a stop location by default! Thanks.

Pump Hill Concern | Posted on Apr 20, 2016

I believe that the city needs to look at this project with todays eyes and information. All of this data is based on information from ten years ago. The city needs to take into consideration the ring road and also the extra cars in the C-train before they waste a bunch of tax payers dollars on the BRT project. If they even look at the bus lines in general they will see that ridership is down. Anytime I see a bus go through our neighborhood it is not even close to capacity, they are more on the empty side of full. The affect that this BRT will have on our communities is 10 fold to the benefit. The city is talking about us requiring parking permits in our communities so as not to have them full of riders parking here to get on transit. We choose not to live in the core for this particular reason!!!!! An HOV lane would be much more beneficial to the SW end of the city. The congestion that this will cause in the building time is so excessive it would be a nightmare. Also what about the gas pipeline and the water line that the city is conveniently leaving out of any comments??? Concentration on the ring road that Calgarians have been waiting years for would be a far better use of time and city/provincial funds.

Allison B | Posted on Apr 19, 2016

These plans are extreme and not required. The bus system in Braeside, Cedarbrae, Oakridge, Woodbine, et all are and have been completely fine - they work. The transit system - number of busses, times they come, etc. are great and the busses for all of those areas take you directly to a c-train station that is in close proximity. There, you can transfer to another bus or to the LRT to get you where you want to go. There is no need for a BRT. AND, there is no need to cause any more grief in our area with the construction around this project. Before the 37 Street situation was planned and completed, our areas were extremely impacted with cars cutting through our areas to get to 14th. At times, it could take an hour or more to get from 24th Street to 14 Street. But, when the project was completed, the traffic began to get manageable again. If you begin another project in our area that a lot of us see is not necessary; it is going to cause that traffic grief on us again! Please, please, please - the SW needs the ring road completed and a transit program for that ring road to be designed. It would be great to be able to get from our area to COP using that ring road and new transit when that is completed. We do not need a current transit system that is working, altered in any way. It is outrageous. It is expensive. And it is not necessary. And, you are going to take away green space! For the most part, traffic moves fine on 14th . Dedicated bus lanes are not needed. Do not make this transit project a daily burden to those that live in these areas. Please, just concentrate on the ring road! We have been waiting for that for years and years.

Cut Taxes | Posted on Apr 19, 2016

These plans are excessive in their cost and punitive not only to taxpayers but also punitive to drivers. The City would be much better if traffic were to run smoothly and efficiently rather than trying to frustrate people into public transit. HOV lanes make a lot more sense. Stop the indiscriminate use of tax dollars and get traffic moving.

Provost | Posted on Apr 18, 2016

It is Apr 18 and having heard much about the BRT on 14th, I went in search of info and found the 'open house boards'. The design looks excessive to what I thought was being talked about. I envisioned HOV lanes on the curb side. Busses could stop at 'bus stops', not causing much delay, as these lanes would have limited use being HOV or dedicated bus/service lanes. No 'fancy' bus stations. Make four lanes on 14th with no medians or barriers. Medians make problems for snow removal, access during a breakdown or emergency and prevent traffic going in those lanes in event of majour problem in the 'regular lanes'.

Make four lanes each way - no barriers, simple, clean design, adaptable to many situations.

Thanks...

Southwest Dweller | Posted on Apr 18, 2016

I am commenting about the SW BRT and its impact on 14th Street SW and surrounding communities. While I favour public transit I believe initiatives like the SW BRT must be well planned and encompass the concerns of all affected stakeholders. I have read enough of the posts on this website and it is VERY apparent little support exists for this project. Concerns cited include, lack of parking, poor and limited access for the ridership, large bus stops and shelter structures, noise, vandalism, parking in adjacent residential areas, the 90th Avenue underpass, construction over a high pressure gas pipeline, loss of green space, cost and need, etc.

It is my understanding that transit buses will operate every ten minutes along the BRT. Being generous and assuming the operation of an articulated bus with two hundred riders would mean moving 1,200 riders per hour in one direction for 2 to 4 peak hours per day along the BRT. Further, while I understand the intention of the BRT is to connect southwest communities to Heritage Park, the Rocky View Hospital and Mount Royal University and points beyond, I fail to see the need. Currently these communities are not growing and are relatively static with an aging demographic. They are currently well served from a public transportation perspective and I do not understand where enough transit riders are going to come from to justify this rather expensive BRT.

Data provided in “A Review of Bus Rapid Transit” prepared by Calgary Transit Planning in March 2002 indicate the cost of operating a BRT service on a per rider basis is double that of the LRT. This suggests that while the cost of building a BRT may be less than the LRT, the high cost of operating the BRT on a per passenger basis will be burden on all taxpayers for years to come. This means the ongoing higher operating cost per rider on top of the now estimated cost of $58 to $66 million to build the SW BRT suggests this project has real potential to fall short of its lofty goal. Put more succinctly, that’s a lot to pay to move a few passengers over a short distance for 3-4 hours per day - five days a week.

Further, this same study suggests Elbow drive as a potential SW BRT corridor instead of 14th Street, primarily as it is underutilized. This makes sense, and a BRT of some sort could be built along Elbow Drive at a much lower cost. There is no need to add two transit lanes as the buses could be operated in mixed traffic. Traffic lights could be modified to allow expedited travel for the bus without stopping. Bus stations could be established in school zones and that would address the needs of students and the need for reduced speed through school zones. The existing interchange at Elbow Drive and Glenmore Trail will more easily accommodate the BRT corridor in both directions. A bus only or HOV lane could be established to improve transit flow over the causeway and to Mount Royal University. This would eliminate the potential bottleneck at the 14th Street and Glenmore Trail interchange when merging the “as planned” 14th Street BRT corridor to or from Glenmore Trail.

Current traffic congestion on 14th Street stems from traffic originating in communities south of Fish Creek. Building the BRT will not eliminate that traffic. Congestion along 14th Street will only be reduced once the SW portion of the ring road is built. A better use of these transit funds might be to establish the SW BRT corridor from a community south of Fish Creek and along the future southwest ring road. This would help address the public transportation needs of new communities that are springing up.

I respectfully submit that it would make more sense to not construct the SW BRT, at least not yet. Please wait until the ring road is built and then assess the need. In the meantime, run a few extra buses along the existing roadways and implement a new bus route direct from Woodbine to Mount Royal University and save the taxpayers of this city many tens of millions of dollars.

Thank you for this opportunity to provide feedback!

RAL | Posted on Apr 18, 2016

Lanes should be used for the mulit-purpose use of HOV (High Occupancy Vehicle) lanes, emergency vehicles and transit. This would assist emergency vehicles and school buses to get to their destinations in a more timely way. It would also encourage transit use and car pooling. Most people I know do not take transit because of the long commute times. These rapid transit buses would assist with this.

CityofCalgary | Posted on Apr 19, 2016

Hi RAL - emergency vehicles will certainly be able to use the bus-only lanes. Thanks for your comment!

Mark | Posted on Apr 17, 2016

Rather than dedicated bus lanes on 14th Street, maybe HOV lanes would be better, between Southland and Glenmore. The only construction would be between Southland and 90th Ave. Allow buses and multi-occupant personal vehicles. Has anything like this been considered? This would help even if there were no BRT buses.

CityofCalgary | Posted on Apr 19, 2016

Hi Mark - HOV lanes have been considered for the SW BRT project, but ultimately not deemed the best solution to achieve our objectives. HOV lanes don't provide the same rapid, reliable, attractive transit service that we are working towards. Bus-only lanes provide assurance of bus reliability, while HOV lanes (mixed traffic) present the same challenge to reliability as a standard mixed use lane. From a traffic perspective, a mixed use HOV lane would require cars to stop behind buses at stops - with dedicated lanes, traffic will operate as it does now, no matter the bus schedule. To create bus pull-out spaces so that HOV traffic can bypass buses would require more land than the current proposal.

Provost | Posted on Apr 20, 2016

Hello City of Calgary (CofC) - First, thank you for this forum. Very easy to use providing a good place for comments.

Second - some observations on your response to Mark. - take another look at HOV. Rather than considering them bad, consider them as SUL (Special Use Lanes). - "attractive transit"?, - an HOV/SUL lane provides good reliability, that is why they are used, - Cars would have to stop behind buses but still be faster than regular lanes, with or without BRT, - do not need 'special' pull-out spaces as the bus should be stop and go.

A SUL/HOV would have primarily buses, then HOV cars, then service vehicles (police, fire, tow).

Cars in an HOV would go faster than the other lanes. If not, they would migrate to the regular lanes. Keep thinking open to the HOV. Thx

TD: for HOV's | Posted on Apr 18, 2016

Yes. Yes. Yes. Add HOV lanes on 14th St instead of the expensive dedicated bus lanes. And fix 14thSt - Glenmore exchange. Why aren't these being done first ??

Toasty | Posted on Apr 17, 2016

Based upon the rising costs for the SW BRT the SW BRT project should be scaled back to move in mixed traffic. Dedicated Transitways should only be utilized when there are more than 2 routes on the Trasitway. Why build a Trasitway to move 4-6 Buses an hour? The cost benefit is not justified. The SW ring road should be utilized for a BRT to 90 Ave & Woodbine. It could also travel further south to incorporate other communities along the 24- 37 street area to MRU & downtown.

Chris Davis | Posted on Apr 16, 2016

Thanks for the opportunity for feedback. Here are some further questions:

1. Administration's report to Council Committee summarizes engagement to April 6th. Will Council get a real time update on April 20th?

2. Why is Councillor Colley-Urquhart making a distinction between the SW "BRT" versus her preferred SW "transitway"? Is the proposal simply not rapid?

3. The City's master transportation plan (CTP, 2009) defines "BRT" as inter-municipal transit. The CTP says little if anything about the four current BRT / green trip funded $208 million projects. Will the CTP be updated, as the City's master transportation plan, to properly reflect the new concept for BRT and other "Route Ahead" approved changes?

Thanks

CityofCalgary | Posted on Apr 19, 2016

Hi Chris - The full update on engagement will be provided after the portal closes (closing date TBD) but what will be presented tomorrow (April 20) is consistent with what we've heard from Calgarians from April 6 to today.

We couldn't comment on a councillor's comments. A transitway, however, is the technical term for dedicated transit infrastructure. So the SW BRT Project is a BRT route that runs in mixed traffic the majority of the route and runs in a transitway (read: dedicated lanes) for about 3km on 14 Street SW.

The Regional Transit Plan does make reference to BRT as a means of introducing inter-municipal connections (e.g. Airdrie to Calgary, Cochrane to Calgary, etc.). That’s not to imply, however, that BRT can only be used as inter-municipal service. BRT is a form of transit service that has applications within a municipality as well. A definition for BRT is included in the CTP glossary (Appendix C), and it reads as follows:

Bus Rapid Transit (BRT)

A type of limited stop bus service that relies on technology

to speed up the service. It can operate on exclusive transit

ways, high occupancy vehicle lanes and any type of road

or street. A BRT line combines intelligent transportation

systems technology, priority for transit, rapid and

convenient fare collection and integration with land use

policy, in order to upgrade bus system performance

substantially.

The CTP will require an update in the future to reflect a number of policy changes made over the course of the past 7 years. There is no firm date yet established for an update to the plan. Amendments can be made to the CTP and MDP, however, in the intervening time between updates.

Lakeviewer | Posted on Apr 16, 2016

I just want to know if my express bus 63 will continue to run. Fastest way downtown for me. I don't want to have to transfer to ctrain. Thought we were trying to get away from transfers.

CityofCalgary | Posted on Apr 19, 2016

Hi Lakeviewer - Calgary Transit will be developing a service plan to ensure the best transit connections and service in the area. We will be doing public engagement on the service plan in the coming year or so, so stay tuned!

From Braeside | Posted on Apr 20, 2016

Lakeviewer, I think this BRT route should run into your community and stop there. No reason to go across the reservoir and down 14 Street. Very few will choose BRT over the 2 block away LRT. This project would be much better utilized serving your community than the current plan.

Tom Pirosok | Posted on Apr 16, 2016

Are there specific plans anywhere for the turnaround at 24th and Woodpark? It's stated elsewhere that no parks or green spaces will be affected. I can't imagine how buses will be turning around without some of a soccer field or baseball diamond being removed. It's so peaceful down here now....the deer and the rabbits won't like this.

CityofCalgary | Posted on Apr 19, 2016

Hi Tom - good question. There is enough space at the end of 24 St at Woodpark Blvd for the buses to make the turn around a roundabout. If you'd like to see more about the plans, see page 3 of this PDF: **http://www.calgary.ca/Transportation/TI/Documents/... (http://www.calgary.ca/Transportation/TI/Documents/Transit-projects/sw-transitway/sw-transitway-FAQ-feb2016.pdf)**

Tess | Posted on Apr 15, 2016

You are not going to solve any traffic issues by adding two dedicated bus lanes that then end to go over the flyover onto Glenmore Trail. Why do you think there is traffic congestion - you go from 3 lanes to 2. Duh. This is a very costly project for very little benefit. Echo the previous comments - wait until the SW ring road is complete and re-assess at that time. There are much better solutions that have a much lower price tag. Listen to the ideas that are presented and have some meaningful conversation.

W | Posted on Apr 15, 2016

Regarding the Southwest Transitway project, also known as the Southwest BRT up 14th street to Woodbine:

For the following questions please consider that this project is owned or directed or put forward by the City of Calgary. Words like 'you' and 'your' refer to the City of Calgary's ownership of this project.

Please also consider that this project is already in the design phase. It is well past the initial concept or planning stage where these questions are required to be answered for effective governance and due diligence of this capital project.

1. Where is the Business Case for this project? Where can this document be found?
2. Who are the identified stakeholders for this project?
3. What are the Key Performance Measures that you are using to determine project success?
4. What Risks have you identified for this project?
5. Where is your Risk Management Plan?
6. Who are your Executive Sponsors for this project?

Concerned Taxpayer | Posted on May 4, 2016

W,

The more I read about this project the more I can see that it is a white elephant with little support in the SW communities. You ask really great questions - especially the business case question. Anyone who lives in the SW communities know that this is zero need for this project. It certainly shouldn't take priority over other far more worthy projects.

It would be far more cost effective - if there was a need - to put on more direct bus service routes to say the MRU during core school hours. This is a huge expense that will cause a significant increase in taxes with no benefit to the community at large.

SVerb | Posted on Apr 15, 2016

Hi,

For reference, I live along the proposed SWBRT route (south end of Crowchild) and I currently commute to the d/t everyday, morning and evening. I stand at the northbound 54th avenue bus stop everyday waiting for the 63 (my preferred morning commuting bus) and I see the 20, 306, 72, and 18 stop and then continue along to MRU. To be frank, those buses that originate at Heritage station are extremely empty.

My critique of the SWBRT is the number of stops you've indicated on it's route. While I understand that this is supposed to be 'bus rapid', I fail to see the ridership required to fill these buses. Buses that currently service Heritage station (20 and 306) and the downtown (18) cross paths at MRU, providing the opportunity of a transfer.

Personally, I dislike transferring as a transit user as the low bus frequency increases the duration of my trip, but perhaps you guys should think of a solution that increases the frequency to bridge that gap at peak times.

As a resident of Garrison Green, my biggest beef is the lack of frequency and zero frequency after 7 pm on weekdays for folks south of MRU (meaning N Glenmore and Lakeview) commuting from the d/t. With that said, adding a stop in at Lakeview and 54th avenue SW on Crowchild would benefit more communities along the SWBRT route.

Back to the current SWBRT proposal. It SOUNDS like a good idea, but it's kind of redundant when comparing it to the bus systems that service MRU already. Tweaks to the current system and providing further bus lanes would be beneficial to increase the bus efficiency. Redundancy is inefficient....

Alex | Posted on Apr 15, 2016

You will only improve 14 St by taking cars off the road.

It sounds like someone thought SWBRT a great idea, but you have to now justify the significant expense against ridership.

You claim that the Community Associations supported the idea but only about 15% of the population are members.

You could certainly trial this by running a bus up 14 St, and presumably get cars off the road (and therefore making space for buses) - if people want to use it.

People who live within a five minute walk to the BRT and whose destination is on the BRT route might take the bus. But you have no measurements.

You might have a case for MRU and Currie development, but I'm not sure about RGH (get the #20 from LRT) and not at all convinced about Heritage park where families are cheaper by the car load. Southland Leisure Centre has four buses stopping within five minutes of it., fed by the LRT.

South of Heritage park there seems to be no case for the BRT and south of Glenmore the case is iffy.

I contend that south & west of Glenmore is reasonable served by current bus services.

So, you're going to tear up a reasonable looking piece of roadway, replacing grass with more concrete and it's associated environmental issues, on the back of a good idea.

The Ring Road will take a little traffic off 14 St, from south of Fish Creek, but it's not the answer.

I live in Cedarbrae, have lived in this corner since 1977, and currently don't commute at rush hour.

About half of my opposition to this project is definitely NIMBYism.

I have been opposed to this project since way before ENGAGE.

Thank you.

From Braeside | Posted on Apr 20, 2016

I agree. south of Glenmore ridership is ify. I wouldn't take it, not with the LRT a couple block away. Not to mention the already existing 3 and 300 running up Elbow.... Routing this into Lakeview is definitely a more sensible option and will get the most ridership per dollar spent.

Pauline | Posted on Apr 15, 2016

I agree with writers below. Shelf the project u til the ring road is Ck

Pelted. Then look at the traffic patterns and revisit! This was proposed, or approved as we now hear in 2011, now the ring road is official. Do that first then see! Don't waste our dollars!

CWads | Posted on Apr 15, 2016

I would like to echo the previously mentioned requests to delay construction of the SW BRT line until completion of the ring road. As residents of the Cedarbrae community, my family relies on 14th Street to get to any destination to the North Central and West area of the city. Construction on 14th in the past has lead to very long waits in traffic. This significantly affects our family life. I would like to urge city council to listen to those actually living in affected communities and delay this project until we have options of other traffic routes.

urban biodiversity | Posted on Apr 14, 2016

Re: SW BRT-- Further to the earlier comments to first await construction completion of the SW Ring Road before considering the SW BRT I agree for the following reasons. The SW Ring Road will have interchanges for Highway 22X, 162 Ave. S.W., Fish Creek Blvd S.W., Anderson Road S.W., Southland Drive S.W. and 90th Ave. S.W. These interchanges will give drivers entering Calgary from the south and SW Community drivers another transportation option on a Ring Road with higher speed limits . All of the interchanges also have the option for drivers to proceed either north or south. The SW Ring Road can carry both Calgary Transit vehicles and private vehicles. Given the transportation optionality to SW Communities and vehicle operators the SW Ring Road will probably attract may users and significantly offload 14 Street.

Mike M | Posted on Apr 14, 2016

Having lived in Canyon Meadows for over 35 years I have seen the traffic patterns evolve over the years. The City has done well to keep traffic flowing on 14th street as we wait for the west ring road to be built which should relieve rush hour congestion and reduce traffic on 14th street. Improving options for those taking public transport is important but I strongly suggest and recommend to wait until the west ring road is completed before doing any of the dedicated transit lanes on 14th street. Be patient and either put the bus service on hold south of Mount Royal University or use the existing road lanes along with the other users. This may delay travel time by ten or fifteen minutes at peak times but lets give this some more thought. This expensive project as planned may not be justified.

Also if when the west ring road is finished it is still decided that extending this bus service into Woodbine is still needed then the residents in the SW will have an alternative way to avoid the construction delays along 14th street . The underpass at 90th Ave is a very expensive construction project. I would have thought dedicated traffic lights that let the bus have quick priority would be adequate. Restricting or changing the traffic access into and out of Rockyview hostpital is also a concern.

Mike | Posted on Apr 14, 2016

The proposed SW ring road will have a significant effect/impact on traffic volumes on 14 St. SW and Crowchild Trail, as well as travel times as the narrower lanes will almost certainly result in calls for lower speed limits. The City should not rely on guesses as to potential bus ridership without first assessing the actual impact of the ring road. It may actually make more sense to route buses to the ring road rather than onto 14th Street. With the City's sad record of high increases in property taxes over the past two administrations (5-7%/year and well above inflation and city growth), the South west bus way is a project that can and should be delayed or cancelled in the interests of keeping costs and taxes within reasonable limits. If there are no better uses for the money then apply it to reduce future taxes. The City should cease its efforts in social engineering through the undertaking of projects designed to hinder private vehicle traffic in the hope that frustrated drivers will move onto buses. Drivers on 14th street and Glenmore West/Crowchild are not all destined for MRU or downtown. Many drivers from the southwest use those routes to access West Calgary and the mountain highways, and others use 14th Street SW to access Glenmore Trail East and Deerfoot Trail. We all pay property taxes -the City should not be favoring bus traffic at the expense of private vehicles.

PAM | Posted on Apr 14, 2016

I find it interesting that the city is pushing for an 8 lane inner city road system, when Deerfoot trail doesnt even have 8 lanes for the most part. 8 lanes are for freeways, not the inner city where people and neighbourhoods will be negatively impacted. I dont see how this will be an overall benefit to SW Calgary, some transit users do not outweigh the significant impact to our neighbourhoods. BAD PLAN!

urban biodiversity | Posted on Apr 13, 2016

Today His Worship Mayor Nenshi was at a ground breaking ceremony for a new $500 million dollar Bosa residential and commercial development at the East Village downtown. It may be telling that he advised the ceremony that over the next 50 years the City goal is for fully half of new population growth to be absorbed by existing communities (this is not an exact quote).Question: Do the existing communities have any say in this or can we expect more of the same ?

Cedarbrae Resident | Posted on Apr 13, 2016

Thank you for the opportunity to comment on the BRT plans for SW Calgary. I hope this isn't just some sort of placebo.

First of all I am very disappointed in the lack of communication and community engagement on this matter. I keep a fairly close eye on any things proposed for my community and I saw or heard absolutely nothing about this until a fairly organized campaign called "Ready to Engage" started drawing attention to it. Once I heard what they had to say I thought I would give the City the benefit of the doubt and check things out further, so I stopped by an information session held in an RV at Heritage Park. It had been promoted as a session for community feedback and that the City counsellor would be there to explain what was being proposed. The Counsellor was not there but there were staff members from the Project. I explained I was there because I had heard there was controversy about extremely elaborate plans for 14th street to accommodate a BRT line. A very nice man named Mike explained that everything was outlined in the 2011 Action Plan and gave me a copy of it so I would know all that was planned. I took the material home to read. I read the 2011 Action Plan from cover to cover and found it to be a rainbows and unicorn plan that did not include even 1 single word about anything to do with 14th Street or anything about an elaborate infrastructure proposal to build overpasses and underpasses to accommodate bus only lanes on 14th Street which is only a fraction of the length of the BRT route. This now left me feeling mislead and side tracked and now doubting the integrity of the City.

I then heard there would be a more informative meeting at the Woodcreek Community Centre where City planners and counsellors would be engaging with community members to talk about the proposed plan. So still wanting to know first-hand from the City what was being proposed I attended. I arrived fairly late just as things were winding up and was absolutely aghast at what I found. Not only was there no attempt by the City to engage the stakeholders in what was being proposed, I discovered that this plan was no longer a proposed plan, but that it had already been approved without much, if any, consultation with community stakeholders. Further, the City had the audacity to further provoke community stakeholders by displaying presentation boards of renderings and asking people which style of bus terminal they liked the best. It was akin to saying "we've already decided we're going to screw you, so just enjoy it and tell us which way you want us to screw you." I couldn't believe my eyes. Of course, the next day I discovered that it had become very understandably heated.

So, basically here are my thoughts and if the City is at all responsible and has any integrity, it will stop and listen to its taxpayers. If we need a BRT then create that route. There is no need for such elaborate and expensive plans with separate bus lanes and elaborate overpasses/underpasses. It can be BRT by virtue of the fact that it only has a few stops. For most of the route it was planned to be integrated with traffic anyway, so there is no need to do anything to 14th Street. Your current plan is a shameful waste of tax payers money especially when your tax payers don't want such an elaborate system. If you can't find a worthwhile project to spend the provincial funds, send it back to the province. I say this not just because the economy is in such poor shape, but because the traffic on 14th Street should be reassessed after the Ring Road is complete. By then the BRT will have been running along with the traffic for the entire route for several years, and you will realize, that works just fine. And, there is no need for platforms and shelters- normal bus stops will do just fine.

Further, I support the concerns of the people who live in close proximity to the BRT stops as the rider parking will plug up their streets and we all know that permit parking is an extremely nasty remedy which comes with so many problems for residents and their legitimate guests. Anyone I know who lives or has lived in a permit parking area either complains about it continuously, regrets purchasing in that area or can't wait to sell and move to a different location where there is no need for permit parking. Some of the communities along the BRT route were developed with 1 car families in mind. Home owners now seem to have at least 2 sometimes 3 or 4 vehicles if they have teenagers at home and there isn't sufficient parking just for residents. I don't know what the solution is, but I don't think these communities need additional parking issues.

CityofCalgary | Posted on Apr 14, 2016

Hi Cedarbrae Resident - thanks for your comments. We're sorry to hear that you are disappointed with communications on the project. We've used direct mail, bold signs, social media ads, community associations and media coverage to get word out about the project and the opportunities for engagement. In the future, what is the best way for us to communicate with you?

We'd also like to clarify that the engagement bus parked at Heritage Park was there to talk about Action Plan rather than the SW BRT project. We hope it was a valuable experience for you regardless!

Sandy Alexander | Posted on Apr 13, 2016

Construction of the proposed dedicated bus lanes will have an impact on the entrance to Heitage Park and the location of it's featured locomotives and the park tram line.

It appears from available maps and project outlines that there will a significant reduction in the size of the wetland flood reservoir on the north side of the entrance. This wetland reservoir was constructed to protect the residential areas to the east, and 14th Street, from flood damage.

How much capacity in the flood reservoir will be lost? How has the increased flood risk to the adjacent neighbourhoods been quantified and incorporated into the decision-making process? Has this change in the flood control capacity been brought to the attention of the local community associations and the city councillor responsible for the area?

CityofCalgary | Posted on Apr 14, 2016

Thanks for your comment, Sandy. You're right - the SW BRT project will require the locomotive at the entrance to Heritage Park to be relocated, and we're working with Heritage Park to find the best solution.

The SW BRT won't impact capacity of the flood reservoir you mention, and won't increase flood risks in the area.

Wayne | Posted on Apr 13, 2016

The City should allow the Ring Road to be finished before they push this through the impacted communities. And above all, the City should allow for citizen input before this goes ahead; lately they've been operating like they know more than do the residents of the impacted communities; they're there to represent us, not dictate to us!

John | Posted on Apr 13, 2016

I am strongly of the opinion that the sw brt project is not required. It would be a huge waste of taxpayer money and would see limited ridership. Traffic congestion during construction would be unbelievable. Since the residents along the route are strongly opposed to the project, why is the city still considering to proceed?

City council should look at ways to reduce costs, not build expensive projects that are not required and are strongly opposed by the city taxpayers.

Woodbineguysince1987 | Posted on Apr 13, 2016

It is long over due. I have been retired for 5 years by now and living in Woodbine since 1987. I would like to see this route being built to ease the traffic congestion along the 14 St. I guess (just a guess) it has been generated lots of negative feedback and resistances from rich communities along the proposed route since day one.

DW | Posted on Apr 18, 2016

Unfortunately there is absolutely no reason to think that this will ease congestion on 14th street and the congestion will most likely be substantially worse during the 4 years of construction.

Dave | Posted on Apr 13, 2016

Hello, has an express bus been considered for a route of 24th to Southland to Heritage Park to RGH to downtown via Elbow Drive with no stops along Elbow Drive been considered? This would reduce transit time for SW commuters, reduce barriers to accessing HP and RGH, and would involve no changes along any of the roads identified. This could be peak-hours only as well. MRU is accessible via transfer.

CityofCalgary | Posted on Apr 14, 2016

Hi Dave - thanks for your comment. Route 3 is a great existing route that runs down Elbow Drive, and if you're a bit further south, Route 56 will connect you to Route 3. The SW BRT will get passengers to downtown more directly than that connection, but it is another good option.

urban biodiversity | Posted on Apr 13, 2016

Re: SW BRT . Thank you for your comments Dave ! Excellent suggestion. II agree. In my opinion Elbow Drive is an excellent underutilized option to improve transit service to downtown. Riders coming from the general 24th Street south area you refer to could move more quickly on an express bus along Elbow Drive to downtown.

Enough Already | Posted on Apr 13, 2016

The communities of Cedarbrae, Oakridge, Braeside, Palliser, PumpHill, Bayview, Haysboro, Southwood are all facing devastating traffic issues in the coming few years. We already know that 90th avenue and southland drive are unfortunately being converted into freeways that will hook up to the eventual ring road, and now this BRT. I understand the ring road being completed as this will keep the traffic flowing but why would you decide we need this huge ugly loud and noisy brt down 14th street. Has anyone from the city taken a look at the massive traffic nightmare already going on along 14th? This brt will NOT address the traffic issues, but instead add more and more

congestion to the flyover. I bet none of the city councellors who thought we I would love and want this brt don't even live in any of these areas! All these projects were decided on my behalf without a word from me. This project is not a good one for me and I am a 40+ year tax payer in this city. Build the ring road if you must and leave us alone about the brt.

urban biodiversity | Posted on Apr 12, 2016

Re: The SW BRT. Isn't one of the biggest traffic choke points for all vehicles in Calgary on Glenmore Trail from 14 St. to Crowchild Trail (crossing the Glenmore Reservoir) ? It seems there are vehicle accidents there almost everyday which could have severe consequences on Calgary's drinking water if environmentally hazardous materials accidentally entered Glenmore Reservoir. Accidents also back traffic up for a mile or two and make travelling times longer. Respectfully , perhaps the City should look at the feasibility of widening Glenmore Trail between 14 St and Crowchild Trail to reduce the risk of water contamination, traffic grid lock and travelling times.

CityofCalgary | Posted on Apr 14, 2016

Hi urban biodiversity - There aren't any plans to widen Glenmore Trail between 14 St and Crowchild Trail at this time. Dangerous goods are not permitted to be transported over the Glenmore Reservoir for the reasons you mentioned. Thanks for your comment!

urban biodiversity | Posted on Apr 14, 2016

Thank you City of Calgary. If accidents and traffic gridlock are an indicator of the need to widen then this segment would qualify now.

Concerned Taxpayer | Posted on May 4, 2016

Urban biodiversity,

An excellent suggestion of a MUCH better use of taxpayer's money. I with several people here. I had no idea that this plan was in the works until I saw lawn signs of several people's property here in Woodbine/Woodlands. I did see that the City of Calgary responder here did say that they made some efforts to communicate this plan years ago.

I will take them at there word but if I saw a sign on 14th that said: "We are planning to spend at least $45M of your money to reduce your access to this road" I think I would have responded before now. In fact, I don't recall any signage on 14th saying that there was any kind on plan for change.

This project has to be stopped, I agree with so many other people here that at the very least we should wait for the ring road to be completed.

By the way, does the City know that 10's of thousands of people have been let go from their downtown office jobs?

Ethel | Posted on Apr 12, 2016

My issue is dedicated bus lanes on 14th Street and the city dropping the plan to widen 14th Street without consulting SW residents. Our only way out to head north or head to the mountains is 14th Street and this project will bottleneck us more. I'm ok with the BRT but we are not ok with 2 dedicated bus lanes. Suggest we get the ring road completed first, then take a look at 14th Street. Also why cannot the buses can share one lane? I think there can be a communication system / dedicated bus lights. They will only be using these lanes every 15 mins so why have 2 lanes of blacktop being used so little? This will allow the city to bring back the original plan of widening 14th street.

You also need to deal with the bottle neck at 14th Street, Glenmore and 75th Ave. Those lights are a problem.

CityofCalgary | Posted on Apr 14, 2016

Hi Ethel - thanks for your comment. The dedicated bus lanes will be used by the SW BRT route, the South Crosstown BRT route, and the existing Route 20. In peak times, those buses run about every 10 minutes, so the lanes will get good use.

We know that the flyover from 14 St onto Glenmore Trail can be a congested area. The SW BRT project doesn't include plans to change the roadway at that area, but we are looking at the operations of the intersection of 14 St and 75 Ave SW as part of the design process. Stay tuned for more details about intersection operations!

BottleneckFan | Posted on Apr 18, 2016

CityofCalgary - the biggest problem with 14th street is where 2 solid lanes of traffic are forced to merge into 1 on Glenmore and that is not being addressed? Apparently there is room for a bus-only lane on Glenmore so wouldn't it be more intelligent to get rid of the forced merge so ALL the traffic flows better?

Mark Kruse | Posted on Apr 14, 2016

Please remember, when "looking at the operations of the intersection of 14 St and 75 Ave SW" that you have a duty to make it work for ALL traffic, not just busses.

Stopping traffic in all directions every 10 minutes during rush hour in order to get the north-bound busses back on the correct side of the road will cause HUGE backups in traffic flow.

Most practical approach is to have dedicated bus/HOV lanes, but on the CORRECT sides of the road (not together on the west side).

CityofCalgary | Posted on Apr 15, 2016

Hi Mark- absolutely. Our objective is to give Calgarians more options for travel and to keep everyone moving no matter their chosen mode of transportation.

We hope the answer re: HOV lanes posted in the other comment thread was helpful. Thanks!

Response received by | Posted on Apr 12, 2016

Response received by 311. The writing on the card that was sent out to citizens was too small. There was no explanation for the meaning of HOV on the card.

CityofCalgary | Posted on Apr 14, 2016

Hi there - we received your 311 service request and we owe you a phone call! Thanks for the feedback. Someone will call you shortly to discuss further.

Jon | Posted on Apr 12, 2016

I generally support the SW BRT. I do question if the traffic volume justifies or supports the cost for the separate BRT roadway beside 14th Street. I think 14th should have four lanes each way with the right hand lane being a HOV lane. Further I would recommend that cars with three passengers also be permitted to use all HOV lanes (I appreciate that enforcement is an issue). This format would remove some cars from the three open lanes reducing congestion throughout the day, including when fewer BRT buses are running.

Mark Kruse | Posted on Apr 14, 2016

Excellent, common sense approach. I could not agree more.

Newman | Posted on Apr 12, 2016

BRT route from U of C to the NE Rundlehorn. Important to have a way to get from one side to another without being caught at city hall with all congestion.

Could this be put into place by Sept. 2016???

CityofCalgary | Posted on Apr 14, 2016

Thanks for your comment, Newman. You're right - the new North Crosstown BRT will be a great east-west connection from NE to NW and back. Unfortunately, the route won't be up and running until 2018. In the meantime Route 19 takes a similar route, but it's not as direct as the North Crosstown BRT will be. Alternatively, Route 72/73 will take you from Whitehorn Station to the University.

Cody | Posted on Apr 12, 2016

Best route would be BRT from Rundlehorn straight through to U of C. This link is perfect not just for U of C students but to anyone to get from one side of city to the next without going through city hall. Cut down congestion and also when problems at city hall, people have a way to still get around.

This route very important please put through soon

CityofCalgary | Posted on Apr 14, 2016

Thanks, Cody. The new North Crosstown BRT route won't be up and running until 2018 but in the meantime, Route 19 takes a similar route, it's just not as direct as the North Crosstown BRT will be. Alternatively, Route 72/73 will take you from Whitehorn Station to the University.

Chey | Posted on Apr 12, 2016

Put the BRT through especially from Rundlehorn to U of C, a large group of us attend and transferring at city hall and with rush hour it is a long trip and with complications any where along that route it messes all of the students up. Please put through this route so the North has access to U of C. Rundlehorn to North Crosstown to U of C.

Thanks

CityofCalgary | Posted on Apr 14, 2016

Thanks, Chey! The new North Crosstown BRT route won't be up and running until 2018 but in the meantime, Route 19 takes a similar route, it's just not as direct as the North Crosstown BRT will be. Alternatively, Route 72/73 will take you from Whitehorn Station to the University.

Lorrie | Posted on Apr 12, 2016

I am writing because I would love to see the BRT Rundlehorn to North Crosstown to U of C. The sooner this could happen the better. It is so difficult having to drive from one side of town to the next for school. But putting an autistic child on the Ctrain and transferring at city hall by the time she arrives at U of C an hour later she is so stressed she can't function. I know several U of C students that live in this area that would love a quicker straight through ride. Please put through asap.

CityofCalgary | Posted on Apr 14, 2016

Hi Lorrie - The new North Crosstown BRT route won't be up and running until 2018 but in the meantime, Route 19 takes a similar route, it's just not as direct as the North Crosstown BRT will be. Alternatively, Route 72/73 will take you from Whitehorn Station to the University. Thanks for your comment!

Lakeview Resident | Posted on Apr 12, 2016

I am very supportive of the SW BRT project. I would hope to utilize this to facilitate rapid access to LRT. Could the planning group please consider adding a BRT stop for lakeview/North Glenmore Park residents?

CityofCalgary | Posted on Apr 14, 2016

Hi Lakeview Resident - thanks for your comment! A BRT station isn't being considered at that location at this time, but Calgary Transit is currently looking at how to improve local service to connect with the BT and also serve key destinations. Calgary Transit will be doing public engagement on those proposed route changes as early as fall 2016, so stay tuned!

B I S | Posted on Apr 12, 2016

Build ring road first , then evaluate traffic needs before even thinking of working on 14 ST . Your last renovations to 14 st @ Heritage Drive @ 90 ave and @ Anderson Road were nightmares for traffic stoppages and delays.

aquamann88 | Posted on Apr 12, 2016

But now with the road improvements completed, traffic flow moves along much better at those locations!

urban biodiversity | Posted on Apr 12, 2016

Rather than spending funds on the SW BRT the City should consider converting the entire fleet of buses from burning diesel fuel to cleaner burning and inexpensive natural gas. New technology has given Alberta (and Canada) a huge over supply of natural gas for decades. Centralized natural gas refueling is an ideal fit for the City of Calgary bus fleet. Burning natural gas would also support Alberta's natural gas industry, reduce refining cost and pollution and provide royalties to the Alberta Government.

CityofCalgary | Posted on Apr 14, 2016

Hi urban biodiversity - good question. We have several CNG buses in our fleet already, and we will be purchasing more in the future. Our intention is to have a mixed fleet of standard and CNG buses.

Bus yes bus lane no | Posted on Apr 12, 2016

If this forum is monitored 24/7 why aren't questions that have been asked 7 days ago still not answered? How is any of this "engagement"?

CityofCalgary | Posted on Apr 15, 2016

Hi there - we are working to answer the large volume of questions as quickly as we can. Please know that comments and questions are being recorded and will be included in the report whether they've received a response or not. Thanks for your patience.

Mark Kruse | Posted on Apr 14, 2016

Also, this is just a list of comments. There is no way for others to indicate whether they agree with the written thoughts or not.

i.e. if one person wrote "use HOV instead of dedicated lanes on west side" and 80% of people were able to note that they Agree with the comment, it would have much more impact with the project team to know what to focus on. (note that disagrees would also give information)

CityofCalgary | Posted on Apr 15, 2016

Hi Mark - you can use the up and down thumb icons to express your support/opposition to a comment!

Haysboro Resident | Posted on Apr 12, 2016

After looking around this site I am disappointed in the cities effort to answer questions and address concerns put forward by citizens. I can easily find a list of "what we've heard", but very few answers to the many questions. While many comments would be difficult to address (not everyone wants this and won't change their minds) there are many practical questions unanswered. I feel like the city is saying "I heard you but we know better".

CityofCalgary | Posted on Apr 14, 2016

Hi Haysboro Resident - thanks for your comment. We're working to answer questions as quickly as we can, and we appreciate your patience. We hope your questions in other threads have been answered!

Haysboro Resident | Posted on Apr 12, 2016

While I support the BRT in general I do have questions and concerns that I have not found answers to on this site. My first concern has to do with pedestrian and bike crossing of 14 st. At the Heritage drive and 90 ave intersections there is a large amount of bike and pedestrian traffic crossing to access the reservoir. This will increase if people are crossing to get to BRT stations and there will be an additional two lanes to cross. The current need for pedestrian bridges is high. Is there consideration for pedestrian overpasses at these intersections?

Second, I assume the cost to provide double segregated bus lanes and a 90th ave underpass would be much more and entail a longer disruptive construction period than than adding shoulder lanes in each direction. I fail to see how they would provide significant time savings over shoulder lanes for a relatively short section of roadway. To drive from Rockyview to Southland drive during non-peak traffic times generally takes less than 10 minutes. How many minutes will the expenditure for segregated lanes shave off this stretch of the route. I believe that the time needed for the bus to navigate back onto the 14 st at the Rockyview or to enter the Northbound bus lane at Southland drive would reduce any gain to a negligible amount.

CityofCalgary | Posted on Apr 12, 2016

Hi Haysboro Resident - thanks for your comment. Other than the modifications to the existing pedestrian bridge at 75 Ave SW, the SW BRT project doesn't include new pedestrian overpasses. We have forwarded your comment to the bridges and structures group at The City!

Mark Kruse | Posted on Apr 14, 2016

You missed the second question altogether: what is the rationale for putting double, segregated bus lanes only on a short stretch of 14 Street, rather than using much simpler and cheaper HOV lanes in the shoulders?

CityofCalgary | Posted on Apr 15, 2016

Hi Mark - HOV lanes have been considered for the BRT projects, but ultimately not deemed the best solution to achieve our objectives. HOV lanes on either side of the road make it more difficult for people to access destinations, which are primarily on the west side of the road. HOV lanes also mean that cars would have to stop behind buses at stations - separating bus traffic from regular traffic means regular traffic can keep moving, regardless of the bus schedule. To create laybys for buses to pull over into so that cars could pass them at stops would require more land than the current plan.

In short, HOV lanes don't provide the rapid, reliable, attractive transit service that we are working towards. Bus-only lanes provide assurance of bus reliability, while HOV lanes (mixed traffic) present the same challenge to reliability as a standard mixed use lane. On 14 St SW, separating the buses from regular traffic is the best solution to keep everyone moving efficiently.

concernedyycresident | Posted on Apr 11, 2016

First of all, I have not found it easy on this website to provide feedback, and I do not think the city has done a great job in soliciting feedback on this project

I do not agree with the southwest BRT for several reasons-

I think it is a bad idea to take away lanes for cars to add bus only lanes. I think the detriment to traffic will be enormous, especially during the construction phase. 14 St. is a major roadway for traveling north out of Woodbine and other southern areas, and is already congested during rush hour.

I think you are kidding yourself if you think that people will take the community bus to the station or not park illegally or on the streets. In my experience, the bus system is unreliable , so I would not be able to rely on two bus routes to get to work on time. I have a hard enough time relying on a city bus to take me to Anderson station to get a train downtown to be at work on time.

If I needed to get to a destination other than downtown, (and the reason I use the transit system is that parking is so expensive downtown) I would take my own car (because for the most part you don't have to pay to park anywhere but downtown) rather than take a new bus route.

I think money should be spent improving the timeliness and trustworthiness of the current transit system (ie- making sure the c-train doesn't break down ever time the weather shifts) and then we can talk expanding the system.

CityofCalgary | Posted on Apr 12, 2016

Hi concernedyycresident - thanks for your comment. Hopefully we can answer your questions and clarify a couple things for you.

The SW BRT project includes adding two bus-only lanes on 14 St SW between Southland Drive and 75 Avenue - the project won't reduce the number of regular travel lanes, and we expect traffic to operate essentially as it does now.

Your concern about bus reliability is valid, and that is exactly what we are trying to address in building these new BRT projects. The dedicated bus-only lanes for those three kilometres on 14 St will make a big difference in ensuring that buses operate on schedule.

Mark | Posted on Apr 11, 2016

I don't believe the statement below that 90% of the community in Woodbine/Woodlands are opposed to the SW BRT. Everyone is entitled to their opinion on this matter, but please don't speak on behalf of others.

Southwood | Posted on Apr 11, 2016

I find it interesting that the posts vehemently opposed to the BRT seem rather split between those saying it will totally tie up traffic, and those that say with the new ring road there will be no more traffic so who needs it. In Southwood I see a significant increase in both young families, and those with kids approaching post secondary school age. I think the BRT will fill some significant gaps.

retired | Posted on Apr 11, 2016

I am not happy that you are looking at areas of the city that already have wonderful transit and are not looking at new areas for transit. I have lived in new areas and transit must be in all new areas for workers and Mothers to get around with their children. The new BRT is nit necessary the children in Woodlands and Woodbine have grown and most homes if looking at the many people at the open houses were retired. This would mean less going to the downtown area. Not everyone works downtown and no special buses are added to other areas. Students in post secondary must often drive as they havexwork commitments after school working in their communities a bus never is available to take them to work. I gave lived through this 3 times this could have been useful about 20 years ago but is not useful now.

SW useless | Posted on Apr 11, 2016

The sw line in a complete waste of resources. all of the niebourhoods are at capacity and not expanding and already are using the LRT systems and have been since the beginning of the LRT . with the opening of the ring road from southland and 90 ave and beyond the congestion Is fixed. Anybody going to MRU, RVH or the new business district being built along crowchild will likely not be coming from woodbine or braeside as these areas will be full of retires not workers who will need to commute along the proposed areas as they will be unable to afford to live in such niebourhoods. complete waste of money . Put the BRT on the new ring road and leave the inner city stuff alone.

MT | Posted on Apr 11, 2016

I am strongly opposed to the the sw brt proposal. We do not need a express bus lane and the money could be better used elsewhere. With the ring road being put in this project would be a waste of money, frustrating traffic during the construction phase (which is fine right now) and not a demand the community is looking for. Also 14th leads to Glenmore and the 2 lane overpass which is where the backups occur.

I have also been very frustrated in the process where I do not believe we have been heard. When we disagree we are accused of making threats and when we sign a petition we are told we do not know what we are signing.

Please listen to your constituents and put this project on hold at least if not cancel it all together.

glayvaa | Posted on Apr 11, 2016

There is over 90% of the community that do not want the SW BRT coming into Woodbine/Woodlands. Why are we getting bullied into something that we do not want or need? The new community of Providence will increase traffic, noise, and pollution along 24 St, 37 St, Anderson, 14 St, Glenmore Tr, Macleod Tr, and Deerfoot. Why are there no comments on Providence (approved) from City employees? This new community will destroy traffic everywhere around it. Remember these are tax payers dollars, not City Councils private funds. But who knows who's been bribed.

Roman | Posted on Apr 11, 2016

Hello City of Calgary,

Before investing millions in the BRT, have you consider launching a $100k trial by running a few routes as proposed in the BRT program on existing roads to get stats about 1) a number of passengers, 2) commute time, 3) understand areas of major passenger traffic, and 4) collect passengers' feedback?

I totally support the idea of developing public transit in Calgary. But I also see that SW BRT gets rushed. As a tax payer I don't think the return on our tax dollars is going to be well-justified if spent in 2016-2017.

CityofCalgary | Posted on Apr 12, 2016

Hi Roman - thanks for your comment. The thing that makes the SW BRT project quick and reliable is the dedicated bus lanes on 14 St between Southland Drive and 75 Ave SW. A trial bus route would have transit customers sitting in regular traffic, which doesn't make the bus any faster, more reliable or attractive than existing travel options like single-occupancy vehicles. In short, a trial service without the dedicated bus lanes wouldn't provide an accurate analysis of the potential of the full BRT service.

More information about ridership and budget will be presented at Transportation and Transit Committee on April 20 - hopefully more of your questions are answered then!

Angry & Sad re SWBRT | Posted on Apr 11, 2016

I attended the Woodcreek meeting on the SW BRT. It was very poorly run. We had to wait outside in the cold for over one-half hour, as they were letting in only so many people at one time. Ready to Engage were outside as well. There was no pressure at all to sign their petition. They did not even approach us. We initiated the conversation by asking if they were Ready to Engage. There was NO misrepresentation on their part, as to what we were signing. We knew that we were signing the petition, and we knew that it was not the sign-in sheet for the meeting. Once we were inside, there were no unruly people, no assaults. Everyone was acting very civilly. There were even TV cameras recording the crowd. Sure, there were many upset people, but they were very courteous in stating their case. I don't know when or if the assaults occurred. I know a lot of people in the community and of all the people I spoke to, NO-ONE witnessed anything. It angers me that the meeting and the Ready to Engage petition are just written off by the mayor. Doesn't anyone care that there are lots of legitimate concerns and opposition to this project? I thought that the city council is supposed to act on behalf of those who live in this city. Why is this project being rammed down our throats? We will end up paying lots for something we do not want, and we will end up living with the consequences. It saddens me greatly. I always thought we lived in a great city, but my belief in this city is being shaken to its core.

SW Resident | Posted on Apr 11, 2016

I agree. I travel extensively and I used to proudly tell people about Calgary. Now, when I am asked, I sadly report that I am ashamed of my city. The Mayor of Calgary is a bully and a dictator, my Councillor refuses to listen to me and the other residents in his Ward, senior City managers belittle and cyber-bully the citizens who pay their salaries, and our tax money is wasted on projects that go way over budget with no consequences for massive cost overruns. We are in a major economic crisis and we can't afford to be wasting our dwindling tax resources on unneeded, unwanted projects.

J | Posted on Apr 11, 2016

Hi, I didn't see an answer to this question from a couple of weeks ago, so thought I'd repost.

With the lane width being reduced on parts of the route, and no shoulder, what is the plan for snow management? There will be little room to just push it to the sides, which would further decrease lane widths during winter months.

CityofCalgary | Posted on Apr 12, 2016

Hi J - sorry for the delay on your last post! Hopefully we're able to answer your question for you here.

Both the regular travel lanes and the dedicated bus lanes will have Priority 1 snow removal, which means snow will be fully removed, not just cleared to the side.

J | Posted on Apr 12, 2016

First of all a big shout out to the City road crews who have done a fabulous job with snow clearance the last number of winters, if that can be passed on.

I think the route will benefit from having the snow fully removed, so thanks for that information.

Assuming this is an increase in snow clearance priority for parts of the route, this does though add to the indirect and ongoing costs of the project.

SW Resident | Posted on Apr 11, 2016

Yes, and what about snow removal on the BRT lanes, where there is absolutely no shoulder and barely enough width for two buses to pass traveling in opposite directions ... at 70km/hr? (I don't think so!)

CityofCalgary | Posted on Apr 12, 2016

Hi SW Resident - hope the answer above answers your question as well!

Oakridge | Posted on Apr 11, 2016

No one is mentioning the secret neighborhood of "Providence" that is all approved. Residents, please have a look at the plans for this 40,000 plus community off of 22X and 37th street bordering the Tsui Tina Nation! Where are all these cars going to go? Plans say this will not be built until the ring road is done but.....

Concerned SWResident | Posted on Apr 10, 2016

I strongly oppose the current design for the SW BRT project for the following reasons:

1) Parking is not provided for those wishing to catch the BRT bus in Woodbine. As a result, riders from the communities south of Woodbine will be parking in the Woodbine Centre (Safeway etc.) parking lot or in residential areas nearby. In the former case, there will be very little parking left for customers. In the later case, those living close to the BRT bus stop will have difficulty parking in front of their own homes. I live in Woodbine, and often shop at the Woodbine Centre, so this lack of parking will directly affect me.

2) 14 St. is THE major roadway for traveling north out of Woodbine. It is already very congested. The plan to narrow the lanes, add 2 bus lanes, and eliminate the boulevards will make this even worse, not to mention the impact of construction. This is a very busy thoroughfare during rush hour. I shudder to think what it will be like during the long period of construction. I also shudder to think what it will be like to drive when completed, with so many cars so crammed together. If there is an accident or stall, there will be no place to pull the cars over to allow the traffic to flow.

3) Those in Woodbine already have a good transit route to downtown: route 56 which goes directly to the Anderson LRT station. We do not need a BRT route as well to give us another way to get downtown. To get to other attractions such as Heritage Park, Rocky View Hospital, or Mount Royal Village, I would use my car.

4) Allowing the BRT buses to use the shoulder of Glenmore Trail is not a good plan, for safety reasons. Drivers will not be expecting vehicles to be traveling on the shoulder. With fast moving transit buses traveling on the shoulders, this could be the cause of serious accidents.

5) We were not given enough opportunity to express our comments on this project. I attended the SW Transitway Public Information Session at the Woodcreek Community Centre on Feb 23, 2016. I was very disappointed with the format of this meeting. It was so crowded, you could not see the information being displayed, and the employees were so surrounded by attendees, that you could hardly get a word in. The opportunity to write comments on little yellow post-its, was hardly an opportunity to express an opinion. Even with this website, it was difficult to find out where to enter comments. It certainly was not intuitive. And how are those without computers supposed to express their concerns?

Please reconsider the design of this initiative. I foresee many problems with it.

CityofCalgary | Posted on Apr 12, 2016

Thanks for your comment, Concerned.

We are working with nearby businesses and organizations to work through solutions to the parking concern you mentioned. We will also be working with communities over the course of construction to implement parking restrictions, if it is of interest to residents.

The work on 14 St will add two bus-only lanes, but will not decrease the number of regular traffic lanes. We expect traffic to function essentially as it does now, and we will make every effort to reduce impacts to Calgarians during construction.

Route 56 is a great transit option for some, but is not the best option for many Calgarians. The SW BRT project will provide another option to access those destinations you mentioned, and will also increase the overall transit capacity in the SW. The Red Line LRT is great, but already over-capacity, and the need for transit will only increase as Calgary continues to grow.

We are confident that the use of shoulder lanes on Glenmore Trail is safe. The lanes will operate just as the existing shoulder lanes on Crowchild Trail operate.

We're sorry to hear you feel your opportunity to provide feedback has been limited. We hope you feel your comments have been heard here, and please let us know if you have any other questions.

SW Resident | Posted on Apr 11, 2016

Absolutely right. In addition, the City has publicly said that the lanes on Glenmore Trail over the causeway will have to be narrowed to accommodate the shoulder bus lanes. This is absolutely against transportation standards for width of lanes on skeletal roads (both Glenmore Trail and 14th Street are identified in City documentation as skeletal roads).

CityofCalgary | Posted on Apr 12, 2016

Hi SW Resident - the new lane width on 14 St and Glenmore Trail (3.5 m) is a safe lane width, and becoming increasingly more common in Calgary and in many other cities.

glayvaa | Posted on Apr 11, 2016

I agree with everything said here.

Woodbinite | Posted on Apr 11, 2016

I think you hit the nail on the head. Well said!

SW Resident | Posted on Apr 10, 2016

The City of Calgary's mandated engage! Policy (Council Policy CS009) states - "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." The Policy specifies four levels of Engagement (Listen & Learn, Consult, Collaborate, Empower). In addition, it lists a set of 5 tasks related to "Inform/Communicate" which are required "for all levels of engagement".

Can you explain which "level" of engagement we are at now? For this level, please provide the required Inform/Communicate context and background information. Please provide current details for each of the 5 sets of tasks required by the Policy.

The City claims to have undertaken engagement on the SW Transitway and BRT in late 2010. I have read the comments and concerns from those meetings (almost all negative and identifying the same concerns we have now). As required by the Inform/Communicate tasks, can you please:

1. "Share with stakeholders what we heard from them". Instead of the whitewashed summary that was given to Council, please provide an honest list of the concerns from 2010.

2. "Share with stakeholders if the input cannot be used in making the decision and the reasoning for why it may not be used." We are currently being told by The City that the SW BRT plans are so far along now that there are very few things that can be changed. However, in late 2010 this was certainly not the case. So, the list of inputs that could not be used should be very short.

3. "Share how the input was factored into the decision." Since almost all of the concerns expressed in 2010 are still being expressed about the current SW BRT plans, can you explain which inputs, if any, were ever factored into the plans regarding the SW BRT?

In conjunction with the engage! Policy, The City has published the "engage! Framework and Tools" and the "engage Evaluation Form". Please provide the detailed documentation as required in these documents. Adherence to the 6 Steps of the engage! Process should be clearly demonstrated.

CityofCalgary | Posted on Apr 18, 2016

Thank you for your comments. Something to be aware of is that the Engage Policy was updated in 2013 and the Framework was approved in 2014. This means that the 6 step engage process was not in place for the 2010 engagement process and there were different documentation requirements compared to the updated process. We are not able to give you much of the documentation you are asking for as it doesn't exist. However, the verbatim comments from the 2010 engagement process which can be found here: **http://engage.calgary.ca/application/files/4814/60... (http://engage.calgary.ca/application/files/4814/6099/7155/What_We_Heard_and_Feedback_Form_-_SW_BRT_2010.pdf)**

Part of why the 6 step Engage process was developed is so that the type of information you are asking for will be available for projects going forward.

You also raised a few questions about the current engagement. In terms of level of engagement the SW BRT is at a Listen & Learn level. Below is a summary of each of the 5 steps for the current engagement:

Step 1 Do you need engagement: The project team determined that there were areas that citizens could impact a decision on and so engagement is needed for the project.

Step 2 Develop a plan: A plan was developed and the final plan will be available on the engage library once the project is done.

Step 3 Tell the story: A SW BRT website was created. A BRT Program website was also created to tell the story of the engagement to date, of the program and all of the projects that are part of the BRT Program. The website as well as the Engage portal have all of the timeline, dates, etc. about the project and the engagement.

Step 4 Raise Awareness: The Engage portal was promoted through a number of different ways based on best practices as well as ways Calgarians told us they wanted to hear about the program:

Social media campaign: Active from March 23 – April 4, targeted to all Calgarians 18+. People reached: 235,960. Signs to promote online engagement. Located along BRT corridors along all four projects. Approximately 15 signs total.Postcard advertising online engagement delivered to 110,000 Calgarians (approx. 57,000 delivered around SW BRT corridor, remaining delivered along other three corridors)Email advertising of online engagement was sent to Calgarians who had subscribed to distribution lists for each project. People reached: 357 Step 5: Connect: We held the February open house as well are currently seeking feedback on the overall BRT Program which included the SW BRT.
Please let us know if you have any further questions.

Answers please??? | Posted on Apr 10, 2016

To: City of Calgary

Please put on line your **ridership study**, **cost benefit analysis** and **budget** for the SWBRT.

No organization would suggest such a project without these three vital parts of a plan, please share them. Answers to frequency of the BRT and if bike racks are available at stations or on busses is nice but where are the basics? And you did not answer if bike racks will be available at stations only on busses.

How many people are in the City communications department? Not getting timely and genuine answers to legitimate questions here is more than disappointing when the City has time to put out propaganda on small cards and place them in everyones mail box, where are your priorities? Who is leading this project team?

CityofCalgary | Posted on Apr 12, 2016

Hi answers please - cost and ridership estimates are being updated and will be presented at the Transportation and Transit Committee on April 20.

Bike parking is one of the things we are asking about in this online engagement. Once we've collected feedback from Calgarians, evaluated the needs of each station, and balanced costs, we will be able to let you know which stations will have bike parking.

woodbinite | Posted on Apr 9, 2016

RE: SWBRT

1) no ridership in Woodbine/Woodlands

2) 14 Street construction would further cripple this end causing delays, for no gain

3) Evergreen/Bridlewood/Sommerset - young communities that may need BRT, will drive into Woodbine/Woodlands and park at Safeway, using parking that is needed by the businesses in this shopping center.

4) I was at Woodcreek Community center the night of the alleged altercation, but saw nothing! There were also media video cameras running that captured nothing. Who is making up stories?

5) People living here are upset about BRT, perhaps the City should fine out why and listen to our concerns?

Put some parkades at LRT stations instead. as this plan is not going to work.

thank you

Dan Henne | Posted on Apr 9, 2016

Well I would like to show my support for Public Transportation in Calgary. I'm not sure if this is the right spot but I will continue. I am a resident of Paliswood and look forward to the completion of the BRT system along 14 st SW. I just would like to see the ring road in the SW completed first. Any chance of that happening?

Woodlands Residents | Posted on Apr 9, 2016

Roundabout at the intersection of 24th St SW and Woodpark Blvd. At end of 24th St heading into Fish Creek Provincial Park there is already a turn around present. Could that be used by buses instead?

Concerns about parking -- Will City provide Residential Parking permits within a three block area?

CityofCalgary | Posted on Apr 12, 2016

Hi Woodlands - Thanks for your comment. We will be working with communities over the course of construction to address parking concerns. Stay tuned!

glayvaa | Posted on Apr 11, 2016

Do we really want those stinky noisy buses going any further into Fishcreek Park?

Unrealistic | Posted on Apr 9, 2016

There is already a c-train line just blocks away from the proposed BRT line- it would seem more realistic to improve the current infrastructure and supporting bus service/parking rather than adding extra volume to an already congested road way.

The current road system in place cannot support the heavy traffic, so it would be irresponsible to remove an entire lane of traffic without making proper adjustments to support the congestion.

Construction will be a nightmare for commuters, who like myself will not rely on the BRT line for any purposes yet have to sacrifice their own time and convenience for very minimal impact.

Strongly opposed to this project- traffic will be even worse and local communities will be negatively impacted by construction and parking.

CityofCalgary | Posted on Apr 12, 2016

Hi Unrealistic - hope we can provide some clarification for you here.

The SW BRT project won't reduce the number of regular travel lanes on 14 St SW, and we expect traffic to operate essentially as it does now. We will also, of course, make every effort to limit the impact of construction to commuters!

Cedarbrae Resident | Posted on Apr 9, 2016

I am concerned about the Southwest portion of the BRT.

I live in Cedarbrae and work at RGH. 14th Street is the only way to get to the hospital from the south side of Glenmore as you can't go straight across through Chinook Park. There is a significant number of staff and patients that need to access RGH that will have major delays in getting there with no good alternative route to take.

I am also very concerned about how bad the traffic will be while 14th street is under construction and drivers in the areas west of 14th street have no way out of their areas other than intersections that connect with 14th street. I think it would be wise to hold off on this portion of the BRT until the ring road is build so that drivers in these areas will at least be able to exit to the west on the ring road and avoid the major back ups that will occur on 14th street. 14 street is already horribly congested during rush hour times and I can't imagine what that would look like with construction added.

I am also concerned that even once construction is done that 90th Ave and southland drive are going to get very backed up at the lights at 14th street, making it again, very difficult for the residents west of 14th street to get out of the area.

Please wait until the ring road is constructed before proceeded with the BRT. I know the ring road doesn't address the issue of public transit, but it does provide an alternate route for drivers. Proceeding with the Southwest portion before the ring road is built isn't fair to the thousands of citizens that don't use public transit and drive as their main mode of transportation.

CityofCalgary | Posted on Apr 12, 2016

Hi Cedarbrae Resident. That's a good question and a valid concern. The City of Calgary will work closely with the Province of Alberta in planning and managing construction of both projects to ensure Calgarians can continue to move through their communities and across the city.

A Measured Approach | Posted on Apr 9, 2016

I am concerned about the Southwest BRT. This has obviously been a hot topic in the media. Here are my thoughts:

1) Why not pilot the bus route (without spending millions on infrastructure) for a year or two to see what ridership there is? The outcomes would either be that there is huge demand (which would justify the infrastructure spending), moderate demand (which justify the continued use of the bus route without the infrastructure spending) or low demand (which would justify cancelling the route all together). No matter the outcome, it would be the optimal way to get real data to justify (or not) the expenditure. I really encourage this approach.

2) I am not a member of the Ready to Engage initiative, but I am a concerned citizen that signed the Ready to Engage petition. I was insulted when I saw our Mayor dismiss the petition as being signed under false pretences. My wife and I signed it knowing exactly what we were doing and I'm sure that's the case for many others. I did not attend the information session where these were allegedly signed under false pretences, but to me, it's deeply concerning when the Mayor outright dismisses a very legitimate concern in the media. This is not what our elected representatives should be doing.

I would welcome the opportunity to have a discussion on this topic as I believe there are great options here to support public transportation in our city without all the conflict and rhetoric. Regards,

Dave S

John Q Public | Posted on Apr 8, 2016

I am disappointed in Mayor Nenshi's attitude toward the public's opposition to the Southwest BRT and his fierce determination to proceed with the BRT plan no matter what.

The economic climate today is significantly weaker than it was when the BRT Southland-to-75th Ave corridor was first studied and approved.

I do not agree with the "Ready to Engage" movement associating an increase in crime and garbage at the "LRT style" BRT platforms, but I do agree that the proposed BRT is a huge and unnecessary expenditure of scare city transportation funds.

If the city insists on introducing a BRT route in the SW, why not just construct a Bus-only north-bound and south-bound lane adjacent to the existing lanes between Southland and 75th avenues (and not construct the expensive 90th Avenue underpass). The city could then use the existing bus stops with additional stops added as needed. That way if the SW BRT is not the success the city is anticipating, those additional lanes can be re-purposed for general or HOV-only traffic.

But before ANY new construction is done, why is the city not considering running regular buses along the proposed BRT route to test the uptake of this bus route? That way you will have at least some idea of the affected population's appetite for BRT in the area.

Please re-evaluate the SW BRT decision before spending any more money.

Mark Kruse | Posted on Apr 15, 2016

I fully agree with all of these points.

TC | Posted on Apr 8, 2016

Get the Connect (re-loadable fare card) system up and running. How many years has it been in the works ? You have been able to buy a coffee with a re-loadable card/phone app for more than 10 years, yet you still have to buy paper passes and tickets for transit. This whole topic seems to have been forgotten by the City. Give up on doing your own thing and install a system that has already proven successful elsewhere

sam | Posted on Apr 8, 2016

there is definitely a need for better transit access from Woodlands /Woodbine to key destinations such as MRU and U of C. Key concern is the amount of extra traffic and noise on both 24th St and Woodpark Blvd. This will require a measured and considered solution .

David | Posted on Apr 8, 2016

I do not support the SW BRT as proposed. It is waste of taxpayers money and resources. (1) Traffic congestion along 14th SW will reduce once the new Stoney Trail is completed. I know that this is about 5 years to wait, but let's wait until the ring road in that portion of the city is complete and then decide to make transit adjustments at that time. (2) Push more bus traffic to LRT's. With the addition of a 4th LRT car to each train, that is approximately 200 more people per train during rush hour, which = 2400 people per hour moving downtown from the southwest leg of the LRT. Assume 1/2 come the west side of the LRT line and 1/2 come from the east side if the LRT line and assume 2 people per car, then you are looking at 600 less cars per hour going downtown along that proposed route. (3) The number of households that will feed into the SW BRT has maxed out with no new houses being built, which means the population of people being served by transit is now fixed for that portion of SW Calgary. Yes the roads are jammed and commutes times are longer along that portion of Glenmore and 14th Street, but it still works. (4) Going back to my point (1) above about waiting for Stoney Trail to be built; I have attended a number of open houses for the ring road over the past few years and spoken to the traffic engineering consultants, traffic planners with the city and Alberta Infrastructure about future traffic flows and patterns. All three groups have done planning and analysis based on future traffic modeling based on assumptions and predictions of "FUTURE" human behavior. All of them admitted that they do "NOT" know the future final outcome of traffic patterns once the SW portion of Stoney Trail is completed because no one can precisely predict human behavior at any time in the future as everything is based on assumptions of what we know today and those assumptions can change in 6 years from now. (5) Easy fix for traffic / bus flow, is to put a third lane north and south along 14th Street from 90th Ave to Anderson and designate HOV lanes for the traffic rush hours for buses and cars.

Thus, once the SW BRT is built it may become a white elephant infrastructure project in 6 years from now.

The city planners should focus instead on temporary fixes along the proposed route wait to see what happens once the SW Stoney Trail is finished in that area.

Who's the bully? | Posted on Apr 7, 2016

How ironic that the Mayor wore a pink anti-bullying t-shirt when he chose to blast Southwest residents for their opposition to this ill-conceived idea. His motive is now clear. Work is already underway and the traffic is backing up on 14th St. even in off- peak hours. This is a 'done deal'. Today, we received a postcard from the city inviting input despite the fact that preparatory work is already happening. The card itself is an insult to taxpayers, mixed in with junk mail likely to be discarded and with print so small, the city should have provided a magnifying glass. We oppose this plan until the city can justify ridership and explain how we are to reach these buses. Our neighbourhood has no sidewalks, our street has never seen a snowplow and we will never chance walking 10-15 minutes on ice to catch a bus to Rockyview or Mt Royal when we can easily drive to either one in less time. What a waste!

Mark | Posted on Apr 7, 2016

I fully support the SW BRT as proposed. Let's be positive and constructive. Make this the friendly city it used to be.

Dave T | Posted on Apr 7, 2016

I can't see how this will be quicker. I'll have to catch a 56, then transfer to a bendibus and traipse all over the city to get downtown. It must be quicker to go straight to Anderson LRT and on. Talking of LRT's, why not run twice as many trains from the south and turn half of them around at City Hall. It wouldn't require many more cars and it would really speed things up. Surely this isn't beyond the capability of City Hall?

CityofCalgary | Posted on Apr 12, 2016

Hi Dave T - From the end of the SW BRT line in Woodlands, the estimated travel time on the SW BRT to downtown is comparable to taking a bus and transferring to an LRT (about 55 minutes). The SW BRT offers an alternative to the already-busy LRT, and also provides direct connections to major destinations between Woodlands and downtown.

You ask a good question about LRT capacity. It isn't actually possible to add additional trains to the existing LRT lines for safety and a variety of technical reasons - we are already running at full capacity in peak period!

LT | Posted on Apr 7, 2016

I am extremely concerned with the proposed dedicated bus lanes between Southland and Glenmore .At this time the price tag of 40000000 is too much considering the present economy .Also I have concerns with the ongoing construction and the traffic congestion which will result I firmly believe we should at least wait to see the effects of the proposed ring road before we commit to such a project .We are still limited by the Glenmore causeway which can still be a bottleneck of traffic even with an expanded bus lane .This entire project has been poorly communicated and I am unhappy that there has been cancellation of further community meetings regarding this issue .I believe that objections to this project are being stifled and that legitimate petitions against proceeding with this development are being disregarded .

Meechie | Posted on Apr 7, 2016

I heartily support the proposed LRT expansion to YYC. Most other major North American and all major European airports already have reliable mass transportation access. We have needed the LRT extended out to the airport for over a decade! Long term, it makes sense environmentally and economically. The longer we delay this inevitability, the more it will end up costing us to build.

db | Posted on Apr 7, 2016

I cannot believe that the City can justify spending over $ 40,000,000.00 on dedicated bus lanes between Southland & Glenmore to ferry a couple hundred passengers during rush hours thereby saving them 30 minutes daily.As the Mayor said about the ambulance service,if it aint broke,don't fix it.

R | Posted on Apr 7, 2016

Please make sure there is a full transit map available with the routes on it around the city, so you can look up your connections, and proper signage to know when the next bus is coming, along with a paper copy of the set time table of the bus arrival through out the days of the week. Also this **http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili... (http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobilitymap&tpl=fullmap&tabApp=show)** it is a live feed of transit in the city of Berlin, Germany. If this is something you can build into your current budget that would be a way to show Calgary is on a leading edge to make transit more future orientated, that would be amazing. Berlin has a great system at their bus stops and train/tram stations. Why reinvent the wheel when there are plenty of systems out there that work very well, just need to look into those systems. If you could speed up transit, in the respect of how often busses come would also be beneficial, every 20 min in non peak hrs is not efficient, every 10-15 min would be more realistic, for people would bring about more people to use it instead of their cars, because then it could be just as quick, takes more cars off the streets and in turn can make traffic for transit quicker and more on time to make it to the stops along the route. Shelter from the cold is important. The transit map needs to be covered as well.

R | Posted on Apr 7, 2016

Hi, what about making the ticket prices a little more flexible, it is annoying and I feel ripped off to pay $3.15 to go one or two stops on the LRT. If a short trip and long trip ticket option would be offered, that would be great. Short trip to be 3 stops, or 20 min ride, and then keep the long ticket at $3.15 for longer trips, with the 90 min ride as normal. I would like this to be a serious consideration. Thank you

R | Posted on Apr 7, 2016

Living in Berlin Germany for a few years, I found it to be extremely convent to have coffee/snack stores on LRT platforms, it opens up opportunity for small businesses and employment. This could be a draw, to entice people to use transit as well, knowing there are options for food along the way.

R | Posted on Apr 7, 2016

Hi, what about making the ticket prices a little more flexible, it is annoying and I feel ripped off to pay $3.15 to go one or two stops on the LRT. If a short trip and long trip ticket option would be offered, that would be great. Short trip to be 3 stops, or 20 min ride, and then keep the long ticket at $3.15 for longer trips, with the 90 min ride as normal. I would like this to be a serious consideration. Thank you

Woodlander | Posted on Apr 7, 2016

I am a frequent rider on the CT system and I strongly support upgrades and service enhancements. However, the currently proposed SWBRT is NOT the right answer. There are alternatives that can provide similar, if not better, service enhancements at far lower cost and far less disruption.

The City's SWBRT proposal would see the construction of a separate bus-way on the west side of 14th Street. A far better alternative is the addition of bus lanes on each side of 14th Street. The alternative would be far lower cost, while still enabling buses to avoid traffic congestion. The alternative would not require the massive disruption of 14th Street during construction as compared to the SWBRT proposal which requires that all traffic lanes be moved to the east. The alternative would not require complex and disruptive stop lights on Southland and at the Rockyview to enable buses to cross 4-6 traffic lanes for exit from the bus-way. The alternative would not require an expensive overpass at 90th Street.

The SWBRT proposes expensive, glorified "bus stations". We don't need and cannot afford "Stations". Simple, inexpensive 'bus stops" would do just fine and at far less cost.

The proposed SWBRT route will be more difficult to access for the majority of residents in the 'west of 14th' areas (Woodland, Woodbine, Braeside, Cedarbrae, Oakridge, etc.) as compared to existing bus routes. A better alternative is to increase the frequency and hours of service for existing bus routes in the area; and add a new bus route to downtown, via Mount Royal, that picks up residents at existing bus stops in the 'west of 14th' area.

At a time of economic downturn, huge deficits, and a history of double-digit property tax increases over each of the past 5 years, the citizens of Calgary cannot afford the waste of tax dollars on this over-designed, high cost SWBRT proposal when alternatives can provide similar, if not better, service improvements at far less cost and far less disruption.

A final note on process. The Open Houses were woefully planned and conducted. The meeting rooms were undersized. Some city staff were unable to answer many simple questions. There appeared to be little interest in alternatives. The Mayor unfairly tarred attendees with false (as established by the Calgary Police Service) accusations of threats and violence. I am left with the impression that the City considers the SWBRT proposal a fait accomplis and is not prepared to give any serious consideration of alternatives. In my view, the comments of the Mayor have been nothing less than arrogant and insulting to those that disagree or may wish that alternatives be considered.

Mark Kruse | Posted on Apr 15, 2016

Well stated.

Palliser9999 | Posted on Apr 6, 2016

I have been assured that construction on 90th Ave. and 14th St. is going to be done off peak hours . Temporary roads are going to be built on real estate that the city has to prevent shutting down or distracting traffic into the community . Last project done at 90th Ave. and 14th St. was adding a fence in the Meridian of 90th Ave. and modifying shoulders and meridianson 14th St. This was managed is such a chaotic manner The traffic was backed up all the way down 90'th avenue as far as you could see. I can see in temporary roads that you will need to dig up meridians and shoulders on 14th St. From past experience I would expect traffic to be gridlocked in pump hill and Palliser down 90th Ave. 24 street and into Southland Drive . Why don't you guys delay that section of the road for another six years until stony trail is complete from 22X to Glenmore. Then the citizens in this neighbourhood would have an exit for when Calgary transportation drops the ball again and gridlocks our neighbourhood. Of course the alderman for Ward 11 would say like he did for the west leg expansion you should have been in the public hearings on the project . To the last project on 90th Ave. and 14th St. I was told to just be patient while gridlock occurred. I am absolutely certain that gridlock will occur in my neighbourhood as your projects often don't go anywhere near how you predict they will. Is there any hope for our neighbourhood that we will be able to drive in and out without gridlock all Calgary transportation knuckle drag their way through the project like they normally do . Please don't destroy our neighbourhood while you railroad this project through. I have spoken in this public hearing please listen to me . Please I beg you do not gridlock our neighbourhood. Show us a plan on your website that competent people can assess that actually works to prevent gridlock. Or throw your iron rings in the garbage

PBE | Posted on Apr 6, 2016

I am concerned about the BRT. I live in Chinook Park and am concerned about the following...

- I have HUGE difficulties taking the CTrain as that parking lot is filled to capacity very early each day. How are you proposing to add even more cars?

-I am very concerned about preserving the Glenmore Landing shopping centre. It is an integral and unique part of living in that neighborhood. I am concerned that it will become a giant parking lot.

-Where exactly is the station going to be built in that area? How much green space or parkland will be taken away?

-This is a huge expense and not one that I am sure is worth the cost. Where are we on the ring road? How about using the funds to add more parking to existing train stations? The near empty down town bike lanes make me wonder if our planners really know us Calgarians. Offering to police potential parking problems is not a viable solution.

Ann | Posted on Apr 6, 2016

I realize the off leash areas where we like to take our dogs for a run are not designated as parks but are zoned as right-of-ways but was wondering about the impact of the City's proposed plans to introduce a multi-use pathway along these stretches of green spaces. Are these two uses compatible within City regulations or bylaws? Also, any other changes possible with the addition of this amenity?

CityofCalgary | Posted on Apr 12, 2016

Hi Ann - the off-leash dog areas won't be impacted by the BRT project. The original functional study for the SW BRT project in 2010 showed a multi-use pathway, as you described, but the pathway isn't in the plans for the SW BRT project. If/when that multi-use pathway starts the planning process, there will be public engagement, so stay tuned!

Jim J | Posted on Apr 6, 2016

A resend. Sure hope this is not a done deal. The replies I received indicated that all is moving forward. I also sent it to the Mayor and our MLA.

Greetings Brian Pincott and Staff,

I am writing to you at a point where I feel there is no other option than to reach out. I have done my best to follow developments on the media and it seems no one is communicating or for that matter 'listening'. The BRT project, is ill timed and is a very poor spend of taxpayers' dollars in my view for a variety of reasons. In recent years, it seems we have a growing amount of projects that are pushed through without enough feedback from multiple stakeholders. Two examples for you are the DT bike lanes and the Glenmore pathway. Please ensure that the BRT does not fall into this category.
The point of my letter is not to engage in a debate on the merits that BRT supporters believe in. This, I have already researched. I am born and raised in SouthWest Calgary and have lived all of my Calgary life in Braeside, Woodbine, Chinook Park, Woodlands and Oakridge. It would seem I am in a pretty good position to comment on the adoption of such a project. In order of importance, here is some feedback:
1. **Adoption** – when all is said and done, who will be riding these buses? Having lived in all these areas, I ask who will walk/drive/park to locations that will allow them a 40 minute + commute to downtown Calgary with the scenic options of Rockyview, MRC and multiple stops in between? I do not believe this service will be utilized. IN HUNDREDS of conversations at arenas, at the grocery store, on the soccer fields, on the streets and in the pubs, I have yet to find one person who is interested in utilizing this service. Sorry to draw a comparison, but this is even worse than the bike lane drama that was shoved down Calgarians' throats. Incidentally, I had a meeting last Tuesday at 1:30 and observed one person scooting up 4th St on a sunny +15 degree day. Lets not have the BRT fall into the 'expensive underutilized' category.

2. **Ill Timed** – we pay provincial taxes too. All of us. Just because they have contributed a pile of money does not mean that we should spend it. 2 wrongs do not make a right...and so on. Lets build the ring road and develop a better plan for our future. Our economy and provincial economics are in shambles. People are losing jobs daily and we still want this to go forward?

3. **The only good news** about construction is that traffic is lighter right now and it will not mess with as many people getting to work on time. Really? When this is the highlight of the project, we should reconsider it. Why oh why would we shut down and disturb this area and not consider just widening 14th Street and adding bus lanes on each side. At least that way all the grief would allow cars to use the lanes in non prime-time? What about widening Glenmore and the 2 lane flow to Crowchild? The new roads will used < 5% of the day? This decision ranks right up there with spending millions on the bike paths to circumnavigate the reservoir when perfectly good options are already in place that do not impact existing interest groups.

4. **Logistics** – where will people park? How will ambulances access Rockyview? Without a complete and detailed plan in place how can this be going anywhere?

These reasons capture my views. I hope they will be heard. Lets do the right thing while we ask ourselves what agenda will be driving these projects. If it is the voting publics' say, you have my opinion.
Thanks for listening.

Bus yes bus lanes no | Posted on Apr 6, 2016

I have several questions - they aren't being answered at all or very broad brushed.

Why does this BRT have to have dedicated bus lanes when none of the other BRT routes do? How many of the drivers on 14th during rush hour congestion are from Okotoks, High River and any other outlying areas? Won't the ring road address the congestion? What precautions are in place for the residents in the area considering this work is being done over high pressure oil and gas lines (I understand this project was strongly opposed by the Alberta Utilities Commission because of these lines). How will 4 lanes of traffic funnel onto a two lane off ramp to get onto Glenmore trail (this question was answered as - the bus will go on the shoulder - the shoulder on the off ramp is barely wide enough for a pedal bike, so how is it a bus will be able to fit)? What if I don't go downtown to work and need to go east on Glenmore - will I still be able to if the bus lane is there? A major part of the proposed route is now serviced by the 20 and the 306 BRT neither of which have more than a handful of riders on them - how will having this new BRT expand ridership to 1.2 million rides a year when the average person rides transit 18 times a month? There is talk of a low income, high density complex being constructed in the near future in Glenmore Landing, is the purpose of pushing this bus lane to reality because of that? If I take the 56 from Woodbine to Anderson and take the train to Chinook for work, will I be able to continue to do this? (this question was only answered with "we will be making enhancements to the community buses" - what does that mean exactly?). Why is the city insistent on using 2010 budget figures - maybe I should go back to paying the numbers I paid in 2006 for my taxes each month. How will this bus route NOT add time to my current commute with all of the planned stops? Didn't the city spend millions of dollars to widen Glenmore Trail (specifically at this off ramp spot) to ease congestion and now I have read that Roads management has said the lanes will be narrowed to accomodate the bus lane - what is the value in this? If the buses will travel in "regular" traffic lanes during non rush hour times, why is there a need for the dedicated bus lanes? Would it not make more sense to trial the route to see how many people would ride it before spending "$40 million" only to find out that it isn't being utilized enough? The city has indicated that it cannot meet the transit needs in all of the communities now - so why are we bent on spending money for a route that already has several buses servicing it? Will it cost extra to ride this bus? Won't adding this dedicated lane simply push traffic off of 14th street and onto Elbow Drive and Macleod Trail and simply redistribute the congestion?

CityofCalgary | Posted on Apr 12, 2016

Hi bus yes bus lanes no - hope we're able to answer questions and clarify a few things for you here!

The SW BRT project has three kilometres of dedicated bus lanes, and the 17 Ave S.E. BRT project has three kilometres of dedicated bus lanes. Bus-only lanes are needed in those two areas because they are high traffic volume areas, and for buses to run reliably, they need to be separated from regular traffic.

The Southwest Calgary Ring Road Project isn't a replacement for the SW BRT Project. They are two different projects that serve very different purposes. The Ring Road is designed to help drivers get around the city and avoid traffic. The SW BRT, however, will ensure there is sufficient transit capacity for SW Calgary residents in the near and long term while providing more direct connections to major destinations such as Rockyview Hospital, Glenmore Landing, MRU, Currie Barracks, Lincoln Park, and Marda Loop.

The City is working with all utilities, including ATCO Pipelines, to coordinate work and to complete construction safely and efficiently. Visit calgary.ca/SWBRT for more information about that work as the project progresses.

The number of regular traffic lanes won't be reduced - the bus-only lanes will be added next to the existing lanes - and we expect traffic to operate essentially as it does now.

Cost and ridership estimates are being updated and will be presented at Transportation and Transit Committee on April 20 - stay tuned for more information then!

Concerns in Haysboro | Posted on Apr 6, 2016

As a family who 100% support public transit, we do not support the SW BRT project.

Demographics: Trapping neighborhoods such as: Southwood, Haysboro, Kingland, Kelvin Grove, and Chinook Park between two major public transit services (6-8 lanes on McLeod Trail & now it would be 6-8 lanes on 14 Street), that are only 2 kilometers apart, less than a 10 min bike ride or a 20-25minute walk, and dividing our communities and the BEAUTY of the communities seems like a “senseless act”. Once we remove the green spaces and construction starts it can never be undone.

Use of the Space: I love walking my dog along the 14 Street dog-park, between Heritage Drive and Southland Drive. The chain-link fence provides a barrier, without the loss of beauty of the reservoir across the street. It is AMAZING at sunset! The warmth of the sun, the beauty of the park, and while listening to my music, the traffic is lost in the back ground. If we lose this land, 70 feet or more - and the wall goes up for a noise barricade, I suggest that anyone supporting this project should take a drive along Shaganappi Trail north bound after the Market Mall area... this is "feel" of what is to come... yuck - it's Ugly! I'll be walking behind an unattractive cement wall?! No thank you. We could also talk about the safety issues that would go hand in hand with this as well.

Safety: I would not, as a woman in a large city, be walking behind a large concrete wall after dark on my own, with my dog or without.

Suggestion: As a city with an international airport - we are one of few that do NOT have a train - rail - or subway system to the airport. Wouldn't it be a more economic and beneficial use of city tax dollars to provide a service such as this to the airport, especially from south Calgary?

Suggestion: Shouldn't we wait and see what the traffic flow is like once the Ring Road completes? Work on this initiative first.

Money: Why did we undergo 18+ months of construction that just completed on 14 Street at the intersections of Heritage Drive and also on 90th Avenue if this project was approved for movement? Why would we then be spending the money on the SW BRT project to undo the costs of construction that just completed? How much did the construction this past year cost?

Toasty | Posted on Apr 6, 2016

Just last week the city potentially wasted more tax dollars by replacing the street lights along 14 street with LED. If the plan is that these street lights will in all likelyhood need to be moved, would efficiencies be better if the LED's were introduced during construction? It has become very obvious that there is no plan only ideas.

Add Feeders to BRT | Posted on Apr 5, 2016

I live in North Haven and for the next 8 years - the 301 will be the closest BRT line (if it's even considered that) to my house.

There is very little access to my house via transit, except for the 4/5 Routes.

Those lines are fine, however they are very low frequency - especially past 5:45pm (some people do work until 6). If the existing route doesn't qualify for more busses - offer a connector along McKight that takes us to Center Street.

The other item is Market Mall is not very accessible by transit. The 20 & 73/72 head south prior to Market Shaganappi. The new BRT line running East / West across 16th Ave - also is cut short before Market Mall. If planning for reliable transit includes: Shoping, Working, and Playing - I would highly suggested including Market Mall on one of the new BRT lines.

Mike | Posted on Apr 5, 2016

I support the South West BRT, and will use it. I do think that it's very important that there be safe and efficient ingress and egress for traffic and pedestrians accessing Rockyview Hospital/Eagle Ridge, Heritage Park and 90 Avenue. I'm quite content to leave that to our city's transportation department, who know best how to handle these things, but they need to have it top of mind (among other important items for the BRT).

midtoad | Posted on Apr 5, 2016

since there is a considerable distance between brt stops, I would like to see bike racks on brt buses. This will increase the catchment area for this bus service.

CityofCalgary | Posted on Apr 6, 2016

Hi midtoad - Thanks for your comment. All new Calgary Transit buses come with bike racks, and we are in the process of retrofitting older vehicles with bike racks!

Chickenineverypot | Posted on Apr 12, 2016

Wow, that should add about 3 minutes at each and every stop to old & unload bikes. With 16 stops travel time from south to DT will be in the range of 1.5 hours.

Anna | Posted on Apr 5, 2016

Open the benches up to a design competition for Calgary designers and artists and have knowledgeable people on the jury.

R | Posted on Apr 7, 2016

Agreed, there needs to be more benches and back rests. Would be very cool to open up the designs to companies to bring in diversity!

Anna | Posted on Apr 5, 2016

The benches pictured in this rendering are not for human beings. They are for people who do renderings and don't actually take the bus/LRT. While they may deter people sleeping on them, after a long day at work, folks just want to be able to relax and lean back on a backrest, is that really too much to ask for? Make the stations humane and places for social interaction.

Woodlands resident | Posted on Apr 5, 2016

I am fully supportive of the SW BRT! Long overdue! Our family uses transit regularly and this would improve commuting options greatly. Safeway is a good hub for the station. In our large family, we have commuters to Mount Royal, Heritage Park, Southland leisure center and 24th street on a regular basis and there is a great lack of transit accessibility to these areas. This will greatly improve commuting options. It will also provide access for other Calgarians to use the beautiful provincial Fish Creek Park and Bebo Grove. I really like the idea of the frequency of the buses. We need to embrace change and open our doors to the future. Change is tough but we must be forward thinking. If we can get our city transit to a level where it is easier to get around with transit than cars, we won't have parking issues! We seem to be afraid of strangers having access to our quiet and protected community but what about giving access to our children to the rest of Calgary - schools and jobs! Good job Calgary! Way to go!

G @ Rutland Park | Posted on Apr 4, 2016

BRT is a great idea. I live very near to Currie Barracks and was originally concerned how a large increase in residents would affect the surrounding neighbourhoods. Now that I see the city is going ahead with its plans for the BRT, I am no longer anxious about the Currie Barracks development.

While I may lose the opportunity of taking the 112 to downtown (a quick direct route from my stop), I won't mind walking the extra 8-10 minutes to the future Currie Barracks BRT station/stop.

This will not be my first experience with a BRT. In Ottawa, I used the OC Transpo Rapid Transit system on a daily basis. Built similarly to an LRT line with dedicated roads for buses, I was able to quickly and easily travel to university, work, and home. The system also had stations at most large malls, some hospitals, the downtown core, the airport and Via Rail station. Because of their system, I did not need to own a car.

https://en.wikipedia.org/wiki/Ottawa_Rapid_Transit... (https://en.wikipedia.org/wiki/Ottawa_Rapid_Transit#/media/File:Oc-transpo-rapid-transit-567O.svg)

I do have concern about the frequency of the buses. I hope that they will be more frequent than the current 15-30 minutes wait time for the 112 (oddly, the occasional 45 minute wait when a scheduled bus fails to show up). A frequency of 7-15 minutes (peak hour - non-peak hour) may be best between MRU (or Rockyview Hospital) and downtown. Alternate buses can travel the full distance to the final station.

A peak hour fee may also be an idea. OC Transpo introduced it to cover the cost of extra buses, express buses, and encourage riders to travel during non-peak times. People complained at first, but it did help with rider congestion. **(https://en.wikipedia.org/wiki/Ottawa_Rapid_Transit#/media/File:Oc-transpo-rapid-transit-567O.svg)**

Looking forward to the new BRT!

CityofCalgary | Posted on Apr 5, 2016

Thanks for your comment! Great question about frequency. The BRT routes will run every 10 minutes in peak hour, and every 15-20 in off-peak.

Toasty | Posted on Apr 6, 2016

if there are 6 peak hours and 12 hours of off peak hours during work days this equates to 84 trips one way. Assuming an optomistic average of 50 passengers equates to 4200 riders for transit in each direction. Weekends would equate to 72 trips and 3600 riders. 15,600 passengers per week both directions 810,000 per year. A far cry from the 20, 000, 000 riders the YYC Transportation communications teams have claimed will utilize the SW BRT. The current bus routes along 14 steet are lucky if there ae 20 people onboard during peak times.

John | Posted on Apr 4, 2016

I really think that public transit and private transit are bound to change, maybe merge real soon. If nothing else is done to acknowledge the possibilities, people will simply form groups to purchase self driving cars that could be summoned from their mobiles. Obviously, it would be far more sustainable if public transit had a major role in this transit revolution. I would like to see some acknowledgement of these possibilities in the transit plans. Perhaps allow vehicles from Car2go, taxis, high occupancy, self driving and maybe even toll vehicles into transit only lanes. Provide measures such as magnets or barcodes to help self driving cars in such lanes, perhaps investigate wireless charging at stops and intersections. Security cameras at stops could be used to dispatch on demand vehicles rather than relie on scheduled service. The SW area once benefited from an on demand service as part of the Blue Arrow program and I think with modern technology such as mobiles and GPS, that successful program could be done much better today. I think that the SW BRT is just fine but I would like to see some effort in adapting to new technologies rather than just increasing bandwidth on scheduled services.

BRT Network | Posted on Apr 4, 2016

I think it will be important for all the BRT lines to have comparable service to the LRT lines in terms of frequency. None of the existing nonsense of 30 minutes during the off-peak with the small shuttle buses. Existing C-Train maps throughout the system (on trains, at stations, etc.) should be modified to include BRT routes as well.

17 Ave SE | Posted on Apr 3, 2016

Since the 17 Ave SE Transitway is only planned to go as far west as 26 St SE, I think it is really important that you look at how the transition between the transitway and regular roadway west of 26 Street is designed. Right now, one of the biggest bottlenecks for the existing Route 1/305 is travelling eastbound approaching the light at 26th and 28th Street SE. Something like a bus priority queue in the exit lane onto southbound 26 Street might be one idea. Right now, this exit lane only lets you turn right onto SB 26 Street. It might not be a bad idea to allow only buses to cut straight through while regular traffic can only turn right. It would be a shame to build the transitway but have buses stuck in traffic trying to even get onto the transitway.

CityofCalgary | Posted on Apr 6, 2016

Thanks for your comment, 17 Ave SE. The three kilometres of bus-only lanes on 17 Avenue SE is the start of a bigger, longer-term plan for improved transit in the area. The transition from dedicated lanes to mixed traffic is on our radar, and we are working through the details of the intersection you mentioned. Watch for more details about the 17 Ave SE BRT project in the coming months!

doctorheil | Posted on Apr 3, 2016

I would also like to point out that I have sent an email to Pincott two years ago stating that this project was not needed or desired. All Pincott did was to follow the lead of the city to limit engagement, become opaque and refuse to answer any questions sent to his office. I would also like to point out that there was a petition started by an Engineer in Lakeview against the Crowchild ramp onto Glenmore. That engineer (Truman I believe was his name) saw the design as incompetent: what on ramp would you design that cuts into a community then turns back at less than a 90 degree angle back onto East bound Glenmore?

All of these people need to be removed from office in 2017 including Nenshi. Furthermore, the city bureaucracy that continues to build these incompetent designs needs to be replaced. Shall I even mention the engineering nightmares of Deerfoot?

doctorheil | Posted on Apr 3, 2016

The Plan Calgary concept was developed to remove the centralized burden caused by moving a large number of people into the downtown core. This is even evident by the other main mistake caused by city planners moving light industrial to one area east of Deerfoot. These practices cannot continue as you see already that Deerfooot is a parking lot every day in the morning and afternoons.

Yet, the city planners keep pushing, shoving more and more development into Calgary Downtown. The BRT concept further enables pushing and packing more and more people into a single area. This is the time to immediately stop further development in a centralized core and move to developing areas outside and evenly dispersed in the city to allow mini-downtowns around the city connected by LRT. In this way, people can move to a suburban area that is more central to their living environment. This and all BRT projects should be cancelled immediately, with development of mini-downtown taking precedence. Furthermore, to drive this implementation quicker, the tax rate on downtown cores should be doubled, if not tripled until the mini-downtowns are active and running.

RH | Posted on Apr 3, 2016

My wife and I are very disappointed with this proposal for many reasons.

When 14th Street was being considered for an alternative route for the ring road the City and the then Alderman (Mr. Barry Erskine) held several open houses and Mr. Erskine visited the potentially affected residents on a couple of occasions. Once, the determination was made that this was not going to work we proceeded to settle in. We have spent almost $ 200,000.00 in renovations since that time as we had decided that we would retire in this house.

More importantly than our own interests we are against this for the following reasons.

This project is not at all well thought out. Since the west bound lane closure at 75th Avenue and 14th Street S.W. it is a suicide run to get to the Rocky View hospital trying to us the 14th Street U turn route, which will get much worse with added lanes.

Having extra traffic and lanes accessing Glenmore Trail will create total chaos during rush hour.

Decreasing lane widths by 6" each is a real safety concern. 14th can be a scary drive.

Rocky View Hospital has already become too congested and over developed. Adding a station here would increase many of the already existing problems. Parking in adjacent residential areas is already out of control and by law is not handling it properly now.

I could keep going but will sum up with this final thought. At the very least this project should be put on hold until the problems on Crowchild Trail have been resolved. Directing addition traffic there now is just plain stupid. Also, the Ring Road should be completed so its effects can be considered.

Thank you for this opportunity and your consideration.

Asking again. | Posted on Apr 2, 2016

Prevent drunk driving. Prevent sexual assault. Prevent vandalism. Prevent violence. In a city that has had a cab crisis for years you turned down Uber. Give us night transit so people enjoying nightlife can get home safely. It has been a great success in Vancouver, Montreal and many other cities.

inner city resident | Posted on Apr 2, 2016

Currently I am very pleased that I moved from south of fish creek to north of glenmore. traffic congestion was a primary reason for me to relocate, despite the heavy tax hit I am taking annually. I don't feel the south leg of the BRT is well conceived, for two reasons, which I will describe below:

a) the existing 14th st road is very poorly planned and inadequate - prior to building a dedicated bus lane there should be some improvement made to 14th st. It is only two lanes near anderson, whereas it could be widened there affordably, and quickly, and should have been done so 20 years ago. Once 14th is upgraded to at least address its poor and inadequate infrastructure, then I could support a mass transit approach.

b) inadequate ridership - the BRT will not capture enough ridership to dent the peak load on 14th, especially during winter or after accident where traffic comes to a standstill. The bus will only move quickly on the 14th st leg, the remainder will be blocked in both direction by any glenmore traffic. You will have a scenario where the busses are moving freely every ten minutes in a completely vacant lane, only to back up as soon as they approach glenmore (now the schedule north and south of glenmore will have very poor reliability and service). You will also create a situation where you build costly infrastructure and only 6 vehicles (busses) per hour use the new lane, while two lanes of car traffic are idling in traffic at the peak times looking at a vacant lane beside them that can't be used. This makes no sense because the people in the cars are the ones paying the taxes that allows the infrastructure to be built.

Given my understanding of traffic behaviour and the volume of potential ridership, this plan is a really poor idea.

dh | Posted on Apr 1, 2016

This spot is well hidden, demonstrating the real intent is not to Engage. It should be front and center if Council really wanted to engage. The costly marketing is not needed - **ENGAGEMENT IS**.

TheVoiceOfReason | Posted on Apr 1, 2016

To start with, it is deceptive of the City to say it is publishing unedited comments when it completely excludes all written comments from the Oct 2015 city presentation of this BRT. It makes one wonder if it was done to hide comments that were even more damning than the overwhelmingly negative responses from the Feb 2016 presentation.

This BRT is a horrible, over-priced, non-solution. It will make matters worse, not better.

Cancel this BRT waste of time and money and **fix 14th street by adding interchanges**, so that all traffic is improved and not just for bus riders.

CityofCalgary | Posted on Apr 2, 2016

Thanks for your comments, TheVoiceOfReason.

For your reference, the report-back on 'what was heard' at the October 2015 BRT session is included on the BRT Engagement Home Page, or by following this link: **http://engage.calgary.ca/download_file/92/257 (http://engage.calgary.ca/download_file/92/257)**. This report provides a summary of the responses (pages 4-5), plus lists all of the individual verbatim responses on pages 6-22.

Common sense calgary | Posted on Apr 1, 2016

The WAR on cars continues! No mention of route and how lanes will be taken away. Should the BRT be built? Yes. However, the duplicitous nature of putting bike lanes and bus routes on major arteries to INTENTIONALLY cause traffic chaos is hypocritical. Whats so wrong, with using the dam/alternate routes as a crossing instead of using Glenmore/Crowchild? Because it WONT block traffic flow. Listen hipsters, if you had any brains at all, you'll realize, as a delivery person, maintenance worker, builder and whole host of other professions, I'm not loading 2x4's onto a bus! Keep the roads open! I'm a taxpayer too! I wish I could vote for someone who'll kick the bike lane / bus pushers out of office. Thanks.

robdickinsonAB | Posted on Mar 31, 2016

I would like to take the opportunity within this section to summarize some of the items I have mentioned in the other sections and to add some additional points. I will focus primarily on the Southwest Bus Rapid Transit section. Though, I would like to state that I am supportive of all these new BRT lines, improving transit service across the city as a whole, and improving the overall customer service of transit delivery.

Bradbury Drive and Southland Drive intersection – the pedestrian crossing at this location has been a concern for residents in the area for some time. There has been concern about safety as it currently is not signalized and has not qualified for a pedestrian corridor based off its various warrant scores over the years. I am curious how the signalization of this intersection to allow for the BRT buses to access the dedicated transitway on 14 street will affect the other movements. Such as, pedestrians crossing Southland Drive to get to and from the bus stop on the north side and how it will coordinate with the traffic lights at 14th street and Southland Drive nearby. I presume the type/level of signalization will play a role. I look forward to seeing more details on this intersection.

Slip lane access to Glenmore Landing – this is a well utilized access point to Glenmore Landing and it looks like accommodating this access is incorporated in the planning of the transitway.

Pedestrian Overpasses – while not directly part of this project, pedestrian crossings along 14 street and 90th avenue are important and opportunities to have overpasses installed should be considered. A 90th avenue overpass will connect to a key location at Glenmore Landing and Heritage Drive is already an unfriendly movement pattern for pedestrians and cyclists despite it being connected to the regional pathway system and heavily utilized. The plans indicate that the pedestrian overpass at 75 avenue will be maintained with adjustments based off alignment of transitway and roadway. Also, the pedestrian overpass at 54 avenue looks like it will be replaced (much needed) as part of the SW ring road downstream impact projects. It is important to make sure pedestrian access and accessibility for all is a priority.

Multi-use pathway – installation of a multi-use pathway on the east side of 14 street from Southland Drive to Heritage Drive would be a great addition. Currently, the sidewalk that runs along there is not good for shared space. While people ‘make-do’, it is a high conflict zone between users of the off leash area, walkers and cyclists.

Frequency and Connections – the BRT routes should have a high rate of frequency. I would suggest 7 minutes or better during peak times and a maximum of 15 minutes during off peak times. Also, it is vital that current community connector routes connect with bus stations along the BRT routes to enable easy connection from all communities along the route. The buses on the BRT route should have bike racks on them to provide more options to users of the system.

Station Design – they should fit with the surrounding area (residential, commercial, or historical). Ultimately, they should look good, be built to last and be functional and practical. Lighting, security features, enough seating and protection from weather elements are important. Bike storage should be incorporated.

Parking – there is not a need to accommodate additional parking. The improved bus service will be accessible to residents along the route and strategic planning related to connecting community feeder routes to the BRT system will reduce the need to drive. If someone wishes to park n’ ride they will more likely connect to an LRT station. In the event parking by people that ‘don’t live there’ occurs, there are various options within the residential permit parking program that can be implemented.

Way-Finding signs – I would like to see these incorporated at bus stations to assist users in determining whether a BRT would accommodate their travel plans. Perhaps highlighting key locations along the route would be helpful; this will assist those who are not as familiar with using transit and improve their level of comfortableness with the system.

Heritage Park – it would be great if access from the SWBRT to the Heritage Park tram could be convenient and accessible when the tram is in use during the peak season.

Separation – it makes sense to separate BRTs from regular traffic where possible, such as, using the shoulder lanes during peak times as required. Along 14 street SW, where the BRT will stop at three existing hubs, it is important to maintain the separation from vehicle traffic. This will not only benefit customers of Calgary Transit by providing a fast, efficient and reliable service, it will also benefit vehicle flow along the roadway.

street SW. I don’t see this particular movement being problematic. The bus will have a dedicated light and the frequency of the bus would be less than the current situation with vehicles accessing 14th street from 75th avenue on the west side. There also does not seem to be any obvious concerns with emergency vehicle access once the transitway is built. I trust that the City and Rockyview Hospital are in discussions on this topic.

Once again, the BRT projects as a whole are important and are valuable additions to our transit system. The SWBRT will improve service to existing key nodes that will continue to become busier: Currie Barracks, Mount Royal University, Rockyview Hospital, Glenmore Landing, and the Calgary Jewish Community Centre. It is unfortunate it took years to secure the funding, however it is great that these projects are now moving forward.

BlairCalgary | Posted on Mar 31, 2016

Ready to Engage is the machination of a taxi company and an aspiring politician who have brilliantly tapped into local resident's fear. The dissemination of wrong information was helpful. He'll make a great politician.

Jen in Woodbine | Posted on Mar 31, 2016

Fully supportive of the SW BRT! Long overdue, and I'm happy to see that it can be done within existing disturbance. I commute downtown and usually either cycle or drive as transit was the longest commute time. This will greatly improve commuting options. I'm disappointed that activists have hijacked the process and have even taken to spamming my mailbox with misinformation. I am an environmental scientist and I reviewed the Stantec report quite critically and did not find any issues with it!

City lying to us. | Posted on Mar 31, 2016

Which is it city, engaging with Calgarians or moving forward? Can't do both.

Good Morning name removed,

I received your 311 Service Request 16-00262130 regarding the Southwest BRT Project and in response to your question, we are moving forward with the project and detailed design is currently underway along with some geotechnical site investigations. We have launched our online engagement portal where you are able to provide feedback on the project at **engage.calgary.ca/brt (http://engage.calgary.ca/brt)**. Please feel free to add your feedback there as well or you can also call 311 to provide feedback on the project.

Please let me know if you have any other questions regarding the project and I would be happy to answer them.

Thanks,

Howard Kai, P.Eng., PMP

CityofCalgary | Posted on Apr 7, 2016

Hello and thank you for your comment. We are currently engaging Calgarians on aspects of the BRT Program such as station design and features, and getting to and from BRT stations. Once all feedback is collected, it will be used to move forward on decisions. We are also answering questions about the BRT Program and how we got to this stage. Please let us know if you have any other questions about the process.

BRT for you and me | Posted on Apr 1, 2016

I am finding the above confusing, could you please clarify what design stage the SW BRT is in? On this recently launched site, it is listed as being at a stage 4 conceptual design phase, but now one of the senior engineers is saying it is at a detailed design level? This is quite a jump in a short time and would not give time to consider feedback from this site. As I read through, many people are taking time to give excellent input, I hope this input is being considered as the project moves forward.

Engaging us | Posted on Mar 31, 2016

I also think we need better access in the NW to places such as the foothills hospital. A direct route from Bowness to the foothills hospital.

Alis | Posted on Mar 30, 2016

Hi there,

I just moved from UK and I really want you guys to adopt or add this feature which I seem there, there must be a stop reminder voice in each bus which would tell passengers which stop it's going to come and which road we are on so this would be so much easier for all the passengers specially new arrivals in this city whom doesn't know much about places, I seen so many ppl who forgot to came off on there particular stop just because there were nothing to guide

Lastly kindly put some signs on each stop so we could find out about the particular stop, give it any name or road name or Avenue number so at least we could read the stop sign

Thanks and hope you consider my idea

Regards

Bryan | Posted on Mar 30, 2016

I recently used the train with my 17 month old son in a stroller. I am new to using the transit in Calgary with a toddler. I ran into two accessibility issues. First, I had a stroller and needed to use the elevator at Dalhousie. As you know, I have to call first. I did that and the operator apparently engaged the elevator. It never came despite pressing the button and I decided to use the escalator. This is very inconvenient and a barrier to using the train. Second, I went board the train not realizing that several door ways will not allow access due to a pole in the centre of the door. Both of these barriers are a deterrence for using the train and likely a real challenge for persons with disability.

Disappointed in SW | Posted on Mar 30, 2016

I am adamantly against the SWBRT. I have written letters to Mayor Nenshi as well as Brian and Colleen. I have left messages for Brian Pincott to call me so I might have the opportunity for discussion. I have called 311 to voice my opposition and asked for a response regarding my concerns. Have I ever received a response from anyone at City Hall? No.

I don't feel a need to elaborate on the many serious concerns with this poorly planned project as I see many other people have already pointed out the problems with this plan for the SWBRT. The majority of people (residents of SW Calgary and tax payers) who have written responses to this forum have eloquently outlined the concerns with this project. I wholeheartedly agree with the problems of traffic congestion, budget, interrupted access to one of Calgary's major hospitals, emergency services negatively impacted, low ridership, losing green spaces... need I go on? No.

The real problem is... our paid officials who are employed to make decisions for the city of Calgary and serve the residents of our communities are busy employing their own agenda's. The democratic process that has served the residents of Calgary in the past has been "cancelled". This virtual form is not useful and is further allowing City Council and our Mayor to ignore valid concerns about this project from residents who deserve a voice.

Progression of this ill-conceived plan is a travesty. Please build the much needed SW ring road. If there remains a need for transportation issues after that then let's have some discussion. Remember City Council... you are supposed to be "working to improve mobility choices for all Calgarians" not working your own agenda's. Please re-engage with the citizens of Calgary and stop this "dictatorship mentality".

Lakeview resident | Posted on Mar 31, 2016

You are entitled to your opinion and others are entitled to disagree. Our officials are employed to make decisions on behalf of all Calgarians, not just the ones who are the loudest. I am fervently in favour of the SWBRT. I am thankful our officials are listening to me, too.

TheVoiceOfReason | Posted on Apr 1, 2016

And I, along with many, many others, are fervently against the SWBRT, as it is one of the most costly and least effective possible solutions.

CarolS | Posted on Mar 30, 2016

We are currently very underserved by transit in the SW and the BRT project is a positive step in resolving this issue. I applaud and support the SW BRT. Thank you to the city for finding a way to continue to seek feedback and input from ALL residents. This is a very thorough site with lots of valuable information and options for feedback.

Glenn Johnston | Posted on Mar 30, 2016

Two separate comments.

It is indeed disheartening to watch the Mayor and his council colleagues try and discredit the feedback from the Ready to Engage group. Rather than spend their energy doing this, our citizens would be better served if they meaningfully addressed the questions and concerns that have been raised. The give the impression that all they want to do is defend poorly conceived project and show no indication of willingness to rethink the plans.

As the long awaited leg of the SW Ring Road gets to final design and then execution, please consider provision for incorporating some kind of Rapid Transit system. I realize that various levels of Govt. jurisdiction are involved, but there has to be a way to incorporate public transit modalities. Real estate for such development is hard to come by. Plan for the long term.

Jason | Posted on Mar 30, 2016

Am very supportive of the SW BRT project. However, to see first hand people being tricked into signing the ready to engage petition chokes me. I had a gentleman present the petition to me before the doors even opened. As i was leaving, the same gentleman that asked me to sign the petition, along with another gentleman and a female were working the line, stating that it was a city sanctioned sign in sheet. At one point, even asking a couple to leave if they didn't sign the sheet.

Toasty | Posted on Mar 30, 2016

nobody was tricked into signing the petition. It was made very clear to me when I signed. The only trickery is from City Council not engaging residents in the SW Transitway. Neither me nor any of my neighbors recall any notice or opportunity to comment. I also read my community news every month and do not recall Councilor Pincott ever publishing anything about the Transitway until it became newsworthy in December 2015.

Jason | Posted on Mar 31, 2016

I'm sorry but having someone come about and say "sign the petition" before the hundreds in line got to enter and then having the same person tell the rest of the line on your way out "this is the signin sheet. City sanctioned. You must sign to enter" and asking a couple to leave because they refused to sign.....I'm sorry burnt....sorry toasty...autocorrect....thats being tricked. I have A handful of neighbours that have contacted the returning officer to request their name removed from "the petition"

As for the rest of your false claims, I still have my original package for the information sessions at the southland leisure centre well as multiple councillor blogs about the project from community newsletters that clearly state the intentions and intended timelines of the projects. Slighty later than where we are today in fact.

As soon as i showed some of the past documents to some of my neighbours in woodbine and woodlands, they contacted the returning officers to remove their name from "the petition" stating they were falsely informed we hadn't been engaged period

Toasty | Posted on Mar 31, 2016

I take it you attended the meeting? I know I attended and at no time was there ever stated that there was a sign in sheet. There were several boards with information and there was a table where I and others that I attended with had the opportunity to sign the petition. The person that was stationed at the table clearly stated that the petition was asking for city council to reconsider the project. Is there evidence that you can post of the past documents? The report that was on the transportation website and has since been removed indicated that the "Key Stakeholder" were Currie Barracks, MRU, Rockyview Hospital & Glenmore Landing. There was no mention of consultation with residents or community association stakeholders. As I stated & still stand by the City of Calgzary did not adequately engage the residents of affected communities and give the opportunity to comment on any Transitway. Last I heard it was proposed that 14 Street would be an 8 lane freeway.

Lakeview resident | Posted on Mar 30, 2016

Please consider all options for including a BRT stop in or near the community of Lakeview. The lack of a stop appears to be an oversight. One option would be to have the bus stop on the Crowchild Trail bridge over Glenmore Trail. This would work in both directions. Even better would be to add a stop at Lakeview Plaza before returning to Glenmore Trail.

Thank you.

Doctorheil | Posted on Apr 3, 2016

I live across from Lakeview plaza. From 5AM every morning, the buses start rolling in and sit idling. This idling is low frequency vibrational noise that disturbs the most important time of sleep before waking. I have been complaining of this issue for several years with no improvements, especially for service that is not required? Have you ever been up and noting the ridership of the first bus out of lakeview? It is not economically feasible as it is basically serving one to five people, that is, a glorified and very expensive taxi service.

I am sick and tired of having one bus after another idling from 5AM til 7AM. I thought the purpose of a bus driver was to drive the bus, yet all they are doing are drinking their coffee and reading while idling outside my house and nearby. For example, the first stop south of Glenmore typically has one to three buses sitting there, followed by the one at Lakeview Plaza, and additionally more often than not a bus sitting at Mac's while the driver gets coffee and reads the paper sitting there.

These needs to stop now. I have measured the noise levels at my house and typically they are already reaching 55dB, sometimes at 4 in the morning. I cannot enjoy fresh air with open windows because of the constant noise coming from Glenmore/Crowchild.

Mark Soehner | Posted on Mar 30, 2016

I posted three comments back to back last week.

Looks like they have been deleted by the moderator, rather than a comment made by the City. I live in Haysboro.

CityofCalgary | Posted on Mar 31, 2016

Hi Mark. We've looked into this and there were three comments made by a "Mark" on March 28th within the Routes & Ridership comment thread (**http://engage.calgary.ca/brt/routes (http://engage.calgary.ca/brt/routes)**). If these are your comments, I hope your concerns about comments being deleted have been addressed. Thank you for your feedback!

Mark Soehner | Posted on Mar 31, 2016

Yes .... they should be here.

Scott | Posted on Mar 30, 2016

Looks like a great project

Ann | Posted on Mar 30, 2016

From what I can tell from the maps in the Stantec Report, the dedicated bus lanes built on the west side of 14th Street between 90th Ave and Heritage Dr. will mean widening the roadway on that side to accommodate them. How will this impact the existing wetland that at one point sits very close to the roadway already?

Haysboro Resident | Posted on Mar 30, 2016

Are there any plans for a pedestrian overpass to Glenmore Landing? Currently you can't step off the sidewalk before the red flashing light starts to cross 6 lanes. I'm concerned that adding another 2 lanes will deter walking across the 8 lane area with children in tow.

CityofCalgary | Posted on Apr 5, 2016

Thanks for your insights, Haysboro Resident.

A new pedestrian overpass over 14 Street to Glenmore Landing is not currently part of the scope of the Southwest BRT Project. As the dedicated bus-only lanes are going under 90 Avenue in an underpass, pedestrians will only need to cross the existing lanes of traffic to get from one side of 14 Street to the other

Barb | Posted on Mar 29, 2016

Our mayor's response was so disappointing and dismissive. I am not even fully opposed to the project, but feel the City is not listening to the concerns/questions from residents. Many residents simply need full - budget included - answers to their questions. Others would like to feel the plan will be modified to address concerns raised by those most closely affected by the plans. What is the rush? If the provincial money is the trigger, ask for a delay to consult/fully inform taxpayers. The City of Calgary needs to get this right.

Becky | Posted on Mar 29, 2016

the vast majority of residents do not support the SW BRT as it is currently proposed. This is being crammed down our throats by city hall and the opportunity for input is being limited by our elected official, Mayor Nenshi, who has forgotten he works for us and not the other way around. We should all remember this come election time.

City hall- do what is right. Listen to the residents. This is not needed. Add a few big buses during peak hours going to MRU. Do not come down 24th Street and cause noise pollution for the communities of Woodbine & Woodlands. The ridership simply doesn't exist. The Community's maturity is not such that it's at the stage for redevelopment. Don't mess with Fish Creek Park access. It is a crown jewel and why most of us live here.

CityofCalgary | Posted on Apr 5, 2016

Thanks for voicing your perspectives, Becky.

We have indeed heard several of the perspectives you identified; however, we have also heard several other comments from citizens who are excited and eager to get this project built. The City of Calgary has the obligation to hear all of the voices, with all of the perspectives, and then make the most effective and appropriate decision. We acknowledge that this may not please

everyone all the time, but decisions are made in the best interests of the greater public good, not just in response to individual concerns.

Ann | Posted on Mar 29, 2016

I am seeing a lot of activity on the west side of 14th Street, surveyors mostly. Nothing on the east side. Is there an issue with the ATCO gas line? There was supposed to be hydrovacing going on for weeks now.

CityofCalgary | Posted on Apr 5, 2016

Thanks for your post, Ann.

There are currently geotechnical site investigations underway on 14th Street. There are also two hydrovac crews out hydrovacing the different utilities.

EWS | Posted on Mar 29, 2016

Reopen the community townhall and leave Nenshi at home

Larry Moser | Posted on Mar 29, 2016

The SW BRT is a waste of money. It will not be needed after the SW ring road is completed. And after you go ahead with the SW BRT, in spite of the fact tax payers ae against it, you will then want to add your bike paths. You are totally out of touch with the people who are paying for this.

[personal information removed]

SB | Posted on Mar 29, 2016

The city needs to cool its jets, put this project on hold, and go back to rethink what they are proposing. The 14th street BRT is not thought out well. The costs are grossly underestimated. There is a lack of transparency and openness from the city.

The city including the mayor should be working with the residents and having an open and honest dialogue instead of shutting people down and moving the "communication" to this type of forum. As I commented on a different topic the top of this web page states Meaningful dialogue. Informed decisions. The conduct of the mayor does not align with this. **It's shameful how the 14th street BRT is is being handled.**

Oakridge Resident | Posted on Mar 29, 2016

Please, please finish the ring road first. Deal with the nightmare traffic on 14th and the Glenmore flyover before worrying about the BRT. The ring road makes perfect sense, the BRT does not. The ring road is far more important to keep the traffic moving around the city. How can we move the people when we can't keep the traffic moving? We are getting a double whammy with all the construction for the ring road and now this BRT, which I have never heard or seen a thing until December 2015. Nothing and I repeat, nothing has ever or was ever delivered to my door regarding the BRT and I am a long term resident. Please leave Glenmore Landing and everything that is Glenmore Landing alone as it is a nightmare already just as it is. There is no parking there now and there is no BRT. The cars from all the BRT people will just use this lot as their parking lot along with the Jewish Centre across the street and all over the neighborhoods. Do the right thing and build the long long overdue and awaited ring road, then if it turns out that the BRT is actually needed, then so be it. Please do not delete this just because I do not agree with the city.

Censorship | Posted on Mar 29, 2016

I am worried that the city is screening the form and deleting undesirable comments.

Just another way to get what they want without full public consultation

CityofCalgary | Posted on Apr 3, 2016

Thanks for your comment, Censorship.

This online engagement site is moderated as per the Comment Submission Guidelines, as shown above, right before the first comment post, and copied here fyi:

> *Feedback provided is moderated to ensure a productive, positive and respectful space for everyone. All questions and comments are welcome but keep in mind that the submissions are being moderated and any comments that are insulting, rude or dismissive of others ideas are subject to removal. If you disagree with an idea or comment you are encouraged to have a discussion about the content and to do so in a way that is respectful and talks about the ideas not the person.*

Overall, the comments citizens have been providing are following the guidelines, hence almost none have been deleted or edited,

CityofCalgary | Posted on Mar 29, 2016

Thanks for all of the feedback! There have been a lot of great questions and comments. We're currently connecting with the technical and subject matter experts to get your questions answered. We'll get back to you as soon as we can. We appreciate your patience.

Mark Soehner | Posted on Mar 30, 2016

My three positive

comments posted on the 24rd March have disappeared. Interesting how that can happen.

CityofCalgary | Posted on Apr 3, 2016

Hi Mark. We've looked into this and there were three comments made by a "Mark" on March 28th within the Routes & Ridership comment thread (**http://engage.calgary.ca/brt/routes (http://engage.calgary.ca/brt/routes)**). If these are your comments, I hope your concerns about comments being deleted have been addressed. Thank you for your feedback!

joannie | Posted on Mar 29, 2016

I think its important that all BRT routes connect to the nearest hospital depending on where you are in the city. There should also be some sort of rapid transit route to connect the SE , SW and NE to the Childrens hospital and the foothills hospital from a central lrt station in the each city quadrant. It takes me 2 hours by bus one way in the SE to bring my child to the children's hospital for appointments . 4 hours of travel time is unacceptable.

Josh | Posted on Mar 29, 2016

My question is easy, by comparison to most. I currently live in Haysboro, and have a dog. We like to take her to the off leash park located on the east side of 14th, just north of Southland (over top of the ATCO pipeline). The maps that I can find seem to show the transitway on the west side of 14th, but the text description talks about widening into the green areas of the transit corridor.

Will this affect the off leash area? If so, are there any options other than modifying it, as the park is pretty heavily used?

Thanks.

CityofCalgary | Posted on Mar 29, 2016

Hi Josh. The dog parks along 14 St S.W. will not be affected by the SW BRT project. Construction of BRT infrastructure will take place in the existing road right-of-way, between the existing noise barriers and chain link fences.

Josh | Posted on Mar 30, 2016

Glad to hear! Thanks.

McI | Posted on Mar 29, 2016

Where are the answers the City has promised? Citizens are being duped into submitting concerns and questions as a distraction and the City has no intention of responding to any of them. If you look at 'what we've heard on the SWBRT' you'll see that 80% + of the comments are negative and/or ask about severe concerns with the project. Has the City responded to even one of these? NO! More than 2/3 of respondents have indicated they are not satisfied with the information or the method of "engagement". Will the City make adjustments in hopes of providing the information that people have requested? NO! They will proceed as if everyone loves this project because they have a hidden agenda and just want it done. When taxpayers have wasted > $100 million for this unnecessary project, those same politicians will be long gone.

Annie | Posted on Mar 29, 2016

I think the mayor answered that earlier this month with his embarrassing and unstatesmanlike comments in the Calgary Herald. "If they want to keep yammering on about their hurt feelings or they want to keep trying to get people riled up they're welcome to do it, but they're not getting any response from the city on it."... fade to black. This entire exercise is just another box ticked off on his Engage policy checklist. Shameful to say the least.

CityofCalgary | Posted on Mar 29, 2016

Hi McI and Annie. We're really sorry for the delay. We are only equipped to answer questions during business hours and the long-weekend resulted in us falling behind. We appreciate your frustration and hope that the forthcoming answers will answer many of your questions.

113 messages | Posted on Mar 29, 2016

We now have over 100 messages with many questions under each message. When is the City going to start answering these questions? Are we talking to ourselves, is this what the city views as consultation, put up a website and ignore it? Calgarians who pay taxes are waiting and anxious for answers on our questions.

To Councillor DCU, when are you going to start answering specific questions from residents of Woodbine, I have been waiting for 2 months for a simple meeting request on the terminal to go into woodbine football field.

CityofCalgary | Posted on Mar 29, 2016

We are now about to catch up on answering many of the missed questions. Truly sorry for the delay. Over the next while we'll be answering as many as possible during business hours, hoping to catch up as quick as can be.

T&T SPC, April 20 | Posted on Mar 29, 2016

The City T&T (Transportation and Transit) SPC (Standing Policy Committee) meeting of Council's next scheduled meeting is Wednesday, April 20. It is very important that anyone wishing to comment on this project ATTEND. Every citizen gets 5 minutes to let the T&T SPC of council know what they think of this project, how it will affect their neighbourhood, community and City.

Should you not feel the budgeted amount of $4 million for a 400 meter long, two bus width tunnel under 90th Avenue where copious amounts of City infrastructure is and it always floods is not enough, and you think the $4 million will turn into $40 million for that tunnel tell them.

Should you feel the Cities ridership estimate of 1 million riders a month (more than the West LRT actually uses) is a false expectation to justify this incredibly expensive white elephant let the T&T committee of council know.

Should you feel the City is saying no park and rides are required for the 1 million/month riders to simply make this project more appealing, then put the parking lots in after all the infrastructure is in place due to residents around the 150 foot station are complaining about all the bus riders taking their street parking up, let them know. The parking lots can be placed in any of the city owned parks along the rout starting in Woodbine.

Should you feel this project will take up too much green space such as the dog run along the east side of 14 street in Haysboro and South Calgary let the City know. The dog run at the East corner of 14 street and Southland, South/East corner of Pump Hill will also be severely curtailed, let the city know.

Should you feel this project is simply a densification grab by Mayor Nenshi, Councillor Pincott, DCU, Wolley, Farrell, Pootmans and Carra because then lost their Secondary Suite issue, let the T&T meeting know on April 20 @ 9:30am in city hall.

Should you feel Mayor Nenshi overextended his reach by cancelling public meetings due to the public asking difficult questions to Councillor Pincott (his job), let the T&T meeting know.

Should you feel the Mayor insulted most Calgarians by suggesting the Calgary Police Service investigate Calgarians who showed up to a public meeting they were invited to by the city to discuss legitimate concerns they have regarding the BRT, let the T&T committee know.

Should you feel in only Banana Republics and third world countries do you see a Civic leader suggest to their armed forces they should investigate their citizenship because the citizenship does not agree with the Civic leader, let the T&T committee know how and what you feel. That is called suppression.

TheVoiceOfReason | Posted on Apr 1, 2016

I agree that the Mayor's and the City's response, and efforts, to bulldoze this project through are very disappointing. It seems to be a pattern of unacceptable behavior, seen in forcing the bike lanes throughout the city and forcing a bike path through the Earl Grey Golf Course. All a tremendous waste of money to push a bus/bike commuting agenda. It makes me wonder if our City council or administration have ever lived in Calgary before.

There's a lot more happening on Calgary roads than just commuting. Please consider those needs as well. Cancel the SWBRT and put interchanges on 14th St.

Born in Lakeview | Posted on Mar 28, 2016

Why come into Lakview? Waste of money and destroys the community. No need. Lakeview doesn't need tHe buss support? Waste more money. City is good at wasting tax payers money!

Lakeview resident | Posted on Mar 30, 2016

I, too, live in Lakeview, but I realize the city is bigger than one community. There are many other communities that will benefit from this service and the inconvenience to Lakeview is minimal. If you read the Stantec report, you will see that the planners considered three ways to get from Crowchild Trail onto Glenmore Trail. None of the options is ideal, but the bypass lane is considered to be the best. It's just unfortunate the planners were unable to find a way to include a BRT stop in our community.

Lakeview | Posted on Mar 30, 2016

I live in Lakeview, and I am surprised that a fellow lakeview resident would think that a small lane that is located only metres into the community would 'destroy' the community. I have more faith in this community, and I know that it isn't that fragile. Do you really think so little of Lakeview that it would be 'destroyed' by this?

Who else but Brian | Posted on Mar 28, 2016

This whole mess has Brian Pincott and his spend first think later fingerprints all over it. More Bikes more busses.

Bod Rangzen | Posted on Mar 28, 2016

I meant people from Centre street around McKnight find it easier to go all the way to downtown to go to NE or to NW. There is no bus that goes across McKnight

Bod Rangzen | Posted on Mar 28, 2016

crosstown bus across John Laurie to Mcknight to NE Calgary will be nice. Currently, people find it easier to go all the way to downtown Calgary to catch ctrain to confirm Mcknight and Centre Street to castleridge area. Crowfoot to Mckinght /west winds station via John Laurie and Mcknight will help with that.

Ward 4 Citizen | Posted on Apr 5, 2016

I like where your head is at

Robyn in Woodbine | Posted on Mar 28, 2016

I am very supportive of the SW BRT initiative. I have taken the time to read the materials provided on the website, and am satisfied that recommendations have been made by experts in the field, and approved by Council. I have taken the bus to and from the Southland LRT station, and I would offer that at least 80% of the time, the bus is full with people standing in the aisles. I believe that the ridership is there to make this a viable route. In addition, providing a direct route into downtown will eliminate multiple, disjointed connections to walk to the bus, get to the train station, walk to the train, wait for the train, stand on the train, walk to work, etc. I would much rather enjoy a single route where I could sit and enjoy the ride into work to read or listen to music, rather than multi-modal, disjointed connections. Citizens said in 2015 that they wanted investment into transportation/transit. This will improve our transit options. Will it really cause havoc on 14 St? No, I don't believe that it will. Once we get the SW Ring Road built, a lot of traffic will be diverted there because 14 St is currently the first N/S route for traffic. In the long run, the impact will be negligible.

There are many people who oppose this project, but they DO NOT speak for everyone. I am fully supportive of the project and believe Council and Administration is doing right by citizens to include this new route into our transit system! As a city of 1.2 million people and counting, we need choice and convenience. We are not all mercedes driving rich people. I am an average homeowner, with a single car shared between my husband and I, and I take advantage of our transit system every day.

I want to thank City Staff for providing this opportunity to comment on this project. I am dismayed that citizens have ruined future opportunities to have public open houses. But I am not surprised. I support the move the Mayor made to bring this online. No one deserves to be treated poorly the way staff were treated at the Feb 23 session.

I look forward to having this route as my preferred option for commuting into downtown. Thanks City of Calgary!

LAV | Posted on Mar 28, 2016

80% of the time people are standing on the bus to Southland from Woodbine. Maybe one bus during rush hour but during the day and evenings they are empty.

Robyn in Woodbine | Posted on Mar 31, 2016

LAV - one bus only, eh?

Yes, of course I am referring to rush hours, as that is when I am on transit. I don't take the same bus, at the same time every day. My schedule is not like clock work, so I have been on a variety of buses at a variety of times over rush hour, and yes, 80% of the time, it is mostly full. Don't try assuming you know what my personal experiences are. This is what I see. And yes, I am fully supportive of this project and will be a regular user of this route. And I am not alone in supporting this project.

Lea | Posted on Mar 28, 2016

Add PARKING at strategic locations to increase ridership. Connector buses are often inefficient. Increasing ridership will help reduce the huge tax burden of transit in this City.

woodbine soccer fields | Posted on Mar 28, 2016

a perfect spot as that is the terminus/start of the route. There are way too many parks in Woodbine and some should be turned into parking lots.

LAV | Posted on Mar 28, 2016

Seriously. Turn parks or soccer fields into parking lots. Obviously a comment from a couch potato who doesn't leave the house and doesn't have kids involved in sports or has ever been involved in sports themselves. We are lacking in facilities such as the Woodbine soccer fields and it would be a crime to turn it into a parking lot.

Mary-Anne | Posted on Mar 28, 2016

This anonymous online communication "discussion" is not a discussion at all. It's a very un-democratic idea.

We cannot see the participants and so, both for and against, contributions could very well be bogus.

TheVoiceOfReason | Posted on Apr 1, 2016

I agree. A live forum/debate is much more useful and informative.

Lakeview resident | Posted on Mar 30, 2016

Your comment applies to all websites that allow anonymous reviews. Given all the negativity on this forum, I find it hard to believe you think the contributions might be bogus. Simply read the feedback and take it for what it's worth. If the arguments make sense to you, accept them. If the arguments seem unreasonable, reject them.

Concerned Woodlands Resident | Posted on Mar 28, 2016

I attended the public meeting held at the Woodlands Community Center in late February 2016, and posed several questions to the city and engineering company staff that were in attendance. I didn’t find the responses I received being particularly well thought out.

Travel time – I was advised that there would not be any travel time saving in getting downtown relative to using a bus/C-train combination. Based on this, what would motivate me to take this transit solution over what we have in place right now? The response I received was I wouldn’t have to change from a bus to the train – one mode of transportation would get me downtown. That assumes that I walk to the stop to catch the dedicated transitway bus and don’t have to transfer from another bus or take a vehicle to catch a transitway bus. This answer doesn’t make sense for anyone that is outside walking distance to the transitway station(s). Bottom line – no time savings or true convenience benefit to the user.

Parking – Many in attendance that lived in close proximity to the stations expressed concern about transitway users blocking the streets with parked cars during the day as there is no plan for parking areas at the transitway stations. The solution proposed was to put in place a permit parking system for the areas around the stations. This is highly inconvenient for the residents, their guest and service providers that should be able to park in the area. The other aspect to this that makes absolutely no sense at all is that by restricting parking you will be restricting the use of the transitway for those that do need to drive to a public transportation hub. One of the

solutions I was provided was that users could ride a bike to the transitway station. Really? Dressed in a suit in the middle of winter do you really believe people will ride a bike! Ridiculous. Bottom line – lack of parking and the use of parking permit systems will negatively impact the use of the proposed transitway.

Bus only lanes on 14th street – It is readily apparent that 14th street needs additional capacity, but why dedicate the additional lanes to buses only? The city's information suggests there will be one bus every 10 minute in peak hours. That's not a lot of traffic on a dedicated lane. Make them HOV lanes! You could even specify a high passenger requirement, say minimum of three passengers. Bus only lanes will result in poor utilization of the capital being spent to widen 14th street. High occupancy vehicles will not significantly impact the travel time of buses. In fact, buses on other routes could also benefit from an HOV lane on 14th St.. If the transitway is the white elephant that suspect it will be, the additional HOV lanes will provide much needed capacity on 14th street for other users. In these times we need to ensure we get the biggest bang for our taxpayer dollars and provide the greatest flexibility for future use of the road way. Bottom line – as proposed, the widening of 14th street for transitway buses only is an inefficient use of capital.

Cost – My understanding is that the cost of $ 40 million that is being put forward DOES NOT include the cost of a underpass that is being proposed at 90th street. I have a hard time believing that $40 million will cover the cost of this project even without the inclusion of the underpass. How old is the cost estimate and what is its confidence limits (i.e. +/- 25%)? Cost overruns due to outdated estimates and increased costs due to major scope changes not contemplated in the cost estimate(i.e. underpasses), give me even greater concerns that the project, as currently conceived, will have mediocre cost/benefit characteristics at best.

Impact of the SW Ring Road – Will the construction of the SW ring road change traffic patterns and create opportunities for better transit service to the Mount Royal University area? Why not keep the SW transitway project flexible and cheap for now through the use of HOV's lanes on 14th St., rather than spending big bucks now for dedicated bus lanes and underpasses. Flexibility for future changes in traffic and public transit ridership has value. A project that has a significant risk of being a white elephant puts my hard earned taxpayer dollars at risk.

Bottom line – in my view there is a cheaper, lower risk, more flexible way to construct a public transit project to serve the southwest area.

As a city of Calgary taxpayer, I expect the biggest bang at the lowest risk when my tax dollars are being spent. I do not believe that this project in its current format provides that performance and I look to my elected officials and municipal staff to seriously look at how this project could be modified to give us a better and more flexible project.

Concerned KG Residen | Posted on Mar 29, 2016

I could not agree more with all your comments. Unfortunately I suspect the City is not interested in our arguments, and this page is just a way to divert our concerns.

While I support the principle of improving our transit system I feel the City has failed in so many ways to develop a reasonable and flexible approach. The havoc and danger that will be created in 14th. street, especially in the winter, will prove to be a disaster.

HOV lanes are something this City seems never to have utilized. Why, for example, do we not make the current Crowchild Trail bus lane into a HOV lane? This would be an easy thing to do as a test of feasibility.

Concerned Haysboro Resident | Posted on Mar 28, 2016

Finding this page was not an easy process. Maybe by design or on purpose. Please make it easier to get to the feedback and comments section.

I live in Haysboro close to the proposed BRT 'upgrade' to 14 Street. The original plan and study are years old and things have changed a lot in the mean time. Is ridership going to support such a grand project?? Probably not at this time. What about the congestion of traffic at 75th Ave where the buses transition into the normal travel lanes. My understanding is that buses will have priority at the lights. This will do nothing but add to the traffic backups already happening in the area. All in all I would the members of city council to reconsider this ludicrous plan and send it back to the drawing board.

I attended the February 'consultation' so famously referenced by Mayor Nenshi. I my opinion it was not a consultation on the overall plan, rather is was about the decorating of the proposed bus stops. Tthe story boards were already in place showing the routes and there were story boards asking my preference on color and style. That's not really what I wanted to be consulted on!

It appears to me that city council is going to go ahead with the plan regardless of the implications to the cost and impact on the surrounding neighborhoods. I believe this is the first step in a longer range plan that will include transit friendly urban development (high density residential) along the 14street corridor. Councillor Pincott is strangely quite on this aspect of the plan. Although I am not associated with the Ready2engage group, I am thankful that the group brought focus to this plan.

My letter to Mayor Nenshi, where I expressed my concerns has gone unanswered, and I suppose ignored, yet he feels it necessary to take his opinion to the press. On that note, cancelling further 'consultations' is unfair to the people of Calgary. Maybe the Mayor and his council should attend the meeting directly rather than putting city staff in the spotlight. After all, the council and mayor are going to

make the decision not the staff. The council should put themselves in front of the general public and hear the concerns directly. Stop hiding behind city staff.

I signed the ready2engage petition, knowing full well what I was signing, yet mayor Nenshi denigrates and dismisses the petition on rumors of false pretenses. Time to name names mayor Nenshi. Tell us what and where you got your information.

I will show my support and base my voting decision on the outcome of this ill conceived project.

CityofCalgary | Posted on Apr 7, 2016

Hi Concerned Haysboro Resident. Are you are able to tell us a bit more about your challenges with finding this page? Any additional information you can provide will help us determine how we might structure pages differently in the future. For example, was there too much content in the main page to scroll through or was it not clear that you had to click on a topic tile for more information and to comment? Thanks.

TheVoiceOfReason | Posted on Apr 1, 2016

When I was offered a chance to sign the petition, there were no false pretenses, nor rumours. It was all based on fact and information publicly available.

another thought | Posted on Mar 28, 2016

Very large 150 foot stations, heated, lighting, payment stations, announcements, washroom in some instances with janitor room, do not mix with residential areas. Having two of these for instance between the two parks in Woodbine, with a bus constantly idling and spewing diesel, takes from our quality of life not add to it. Obviously the City will eventually put in parking lots, again taking from our quality of life, not adding to it. Just how stupid does the City think we tax payers are, that no parking lots are required? Where do all these riders you profess are going to use these busses park, you can fool yourselves they will walk, ride a bike, but don't try and fool us the residents. These bus stations will attract our children to them vs. the sports field where i want them playing. Put in a trial run with one dedicated bus to MRU if that is your concern, spending 100 million of foolhardy because its raining dollars from the provincial govt. is no excuse to waste tax payer dollars.

Bus yes bus lane no | Posted on Apr 6, 2016

There once was a bus directly to Mount Royal but it was removed due to low ridership. It was a 56 bus that turned into the 420 (don't quote me on the route number) that went directly from Anderson to Mount Royal. The neighbourhood kids that went to MRU and to Bishop Carroll rode this bus before. It did exist.

dogmelissa | Posted on Mar 28, 2016

I would like to see some plans put in place to allow more bikes to be moved on transit in general, particularly non-standard bicycles and/or bikes with child trailers. As a parent of a young child, I would like the option to ride my bike to a transit station (LRT) and be able to take my bike and trailer on the train to continue to use my bike beyond where transit goes. As it stands now, my single bike trailer does not fit through the doors at the end of the LRT where bikes are supposed to go, but I'm not allowed to enter through the wheelchair doors in the middle. Also, having to detach the trailer due to the width of the car and length of my bike + trailer is a major problem - one that's impossible to overcome. A tandem bike could fit through the door, but is too long. A recumbent may have problems with length also. An adult tricycle would also have trouble. Also none of these bike fit on a bike rack on a bus - nor will a child's bike, which means that if I go out with my child on their own bike, transit isn't a good option. On the BRT buses, what concessions are made for bikes? Passenger capacity is much higher on the dual-length buses but only a double-bike rack that only fits a regular adult bike is very limiting.

Haysboro Resident | Posted on Mar 27, 2016

It's clear even from this site you've already decided this project is going ahead, no matter what. Even so my thoughts are:

-this is too expensive for what we're getting. If we had a dedicated bus lane all the way from Woodbine to downtown, maybe this would be worth it. However having the busses mix with regular traffic off and on is going to do little to speed things up.

-the underpass at Glenmore Landing seems overly expensive and ridiculously unnecessary. What's the point? Particularly when the sides of the road are already quite wide. Is a bypass lane not an option here for busses?

-ridership levels don't seem to be there. Will they come eventually? Maybe, but you're taking a very big gamble with my tax dollars. I have yet to hear even one of my neighbours beg for more bus service out of the SW.

-how will all this BRT business change when the SW Ring Road is complete? Why would the city not move forward with the Ring Road portion FIRST, then see how that changes traffic patterns and usage on 14 St, then finalize the BRT plan? It seems we could be spending a whole lot of money to put in BRT infrastructure that becomes less necessary when traffic levels shift to the Ring Road.

-It's very disappointing you cancelled public open houses on this matter, and rather shameful the city slandered the Ready to Engage group by saying they had committed verbal and physical assaults, when in fact that was not true, as the Calgary Police investigation found no truth to these allegations made by Mr Nenshi. There should be an apology made to avoid a potential (costly to the taxpayer) slander lawsuit and additional open houses should be re-scheduled. If there were still open houses, I'd likely have answers to these questions above.

It really does seem as though the city is asking for this internet engagement as an exercise in playing nice, with no actual intention of adjusting plans based on what SW residents want, need or still have concerns about. After reading your website on this, I see no reason this project is necessary; you've failed to convince me it's a good use of my tax dollars.

YYCPOINT | Posted on Mar 27, 2016

Why is the SW BRT initiative, which has been met with so much public backlash being considered when:

1) no studies have been done to determine if there is an ACTUAL need for this service with enough riders justifying the costs of this project during this time of economic strife;

2) no consideration has been given to how traffic patterns and transit ridership will change with the introduction of South Ring Road.

3) no impact studies to the neighborhoods directly effected have been performed - increased crime, noise, traffic, parking issues are inevitable but the City doesn't seem to **think** this will pose a problem. As a resident along the path of the BRT, I am very concerned that the BRT will decrease my property value - not something I want to see in a housing market that is continuing to drop on top of increased taxes and unemployment.

4) given the huge impact construction of the proposed underpass at 90th avenue and transit only lanes on 24th street will have on traffic in this area, why wouldn't the City at least consider deferring this project until we have the South Ring Road in place to offload the traffic by offering an alternate route?

5) Contrary to what has been touted to be an "open" process, as a long term resident of Woodlands (24+ years), not once have I been formally been given an opportunity to provide INPUT into this process other then the one open house held earlier this year. Providing feedback when we have already been told that this project is going ahead regardless certainly seems moot to me. So tell me - is the SW BRT already a done deal and holding this forum simply a "political move" or will the City actually consider terminating or deferring this project given the backlash????

Bus yes bus lane no | Posted on Apr 6, 2016

I've been in the area for 20 years - when we first moved there was talk of it then but we were told it wasn't needed as the area aged there wouldn't be enough ridership. So what has changed today? We have a mayor and a council that wants everyone to ride a bike or a bus and live downtown and scrap suburbia all together.

OsaMac | Posted on Mar 26, 2016

This is a poorly though out plan that is being rushed through without proper considerations.

Invest that $$ into the ring road completion, maybe sneak a transit lane in there if needed or put the 40Million into SW LRT.

This is a band-aid solution to a problem that doesn't even exist.

.....Waste of Tax payers money

OsaMac | Posted on Mar 26, 2016

My Comment is specifically aimed at the sw BRt

RGHwalker | Posted on Mar 26, 2016

What will happen regarding pedestrian access across 14th street at RGH

during construction? The overpass needs to widen, so how will people cross 14th during that time? What will the new overpass look like? Will it be in the same location?

RGHwalker | Posted on Apr 18, 2016

I am still waiting for an answer from City of Calgary. This forum isn't very effective. :(

RGHwalker | Posted on May 7, 2016

And....crickets. 3 posts, no answer to my question. And to check for a response I have to scroll through pages of questions/comments to find this thread, to see if anyone ever responded. Nope. I give up.

CityofCalgary | Posted on May 19, 2016

Hi RGHwalker - we are sorry this slipped past notice until now. The plan for the pedestrian bridge is to have a temporary, street level crossing at the intersection. The pedestrian bridge will not move and will be located in the same place as the existing one. Design is still ongoing but the plan is to have a similar look to the existing bridge.

Warren K | Posted on Mar 26, 2016

On the SW BRT or any transit project, I think the City should consider what options they will have if their forecasted transit demands are wrong, especially since they've done no surveys to assess demand for the SW BRT. If the City builds separate dedicated BRT lanes and there is no demand, that is wasted money and a lot of disruption time that can't be recovered, all for the sake of speeding the route up by a couple of minutes. If instead they simply build additional lanes alongside existing ones that can be dedicated to buses or HOV at peak demand times, and transit ridership doesn't materialize, those lanes can still be used by other cars. What the City proposes is a bad risk - reward trade off, and all tax payers should be concerned about an imprudent choice, not just those in the SW.

Tom P | Posted on Mar 26, 2016

Right on the mark. LRT parking lots have become fairly empty, there's a ring coming on, and maybe it's a very positive thing if our population stops growing. I suspect planning bureaucracies have a big pro-development and pro-population growth bias, and careers and incomes depend on continuing with more projects, whether or not we need them or want them.

Robyn in Woodbine | Posted on Mar 28, 2016

I'm just curious Tom P - what LRT parking lots are fairly empty? I park anywhere between Heritage and Anderson stations, and if I'm not there by a certain time, they are full (not including the areas where parking is reserved).

Sarah h | Posted on Mar 26, 2016

as a young adult with an invisible disability, I am often overlooked and not given the same help as someone in a wheel chair or walker would. Having the bus drop off /pick up always be shovelled is a major necessity. As well as requiring all buses to lower completely as passengers get on the bus. It is a high step for people like me and having the bus lowered to get on would help many people.

Susan Jenkins | Posted on Mar 26, 2016

I would like to see a shuttle bus from the Foothills Hospital to either the Banff Trail or Lions Park ctrain station from 0530 to 2330 daily. The parking garage there is about to get really limited by Sept and I really think that if bus service was more available more would use it. The services now are sporadic and once 1830 rolls around, bus service is poor. I think that if we can shuttle people from a train station to a mall (chinook) then we can do the same for the busiest hospital in the city.

Response to amazon warrior | Posted on Mar 26, 2016

Have you not figured it out yet? Mr. Pincott never responds. Not sure why he keeps getting voted in.

Lakeview resident | Posted on Mar 30, 2016

Councillor Brian Pincott or one of his assistants have replied to every message I have sent to them. I'm sorry you and amazon warrior have not received the same level of service.

Traffic | Posted on Mar 26, 2016

The city just spent a pile of money making 3 lane turns at Heritage and 90th avenue. Now you are planning an underpass at 90th? What about Heritage Drive? What about traffic concerns along Southland Drive?

Where is the city's foresight in spending our dollars wisely Mr. Spendshi?

Where is the plan for the 90th avenue underpass? How are we going to get 3 lanes turning from 90th on to Glenmore? A 3 lane turn now just barely addresses the current traffic issues getting on to 14th street. And no...not everyone will use the ring road to exit Breaside and Oakridge just to get on to the already jam packed Glennmore / Sarcee trail to access the downtown.

What about additional traffic through these communities for people accessing the ring road from 14th street? Poorly thought out plan with no consideration of the residents of these communities. I have not seen any traffic counts lately on 90th or Southland Drive.

don | Posted on Mar 25, 2016

It is shameful to avoid public consultation when there is serious concern and opposition to a project. lets work together and build the city we need especially as we evolve. The ring road, 4 car trains and the green line should reflect an updated needs analysis

P. Sullivan | Posted on Mar 25, 2016

We are concerned.

Questions:

1. Why are you adding bus lanes on 14th Street SW, yet you are not widening the flyover onto Glenmore Trail. This will create bottlenecks.

2. What will happen to neighborhoods and side streets when drivers park all day and ride the bus?

Not impressed | Posted on Mar 25, 2016

In my community of Lakeview, I see daily examples of Calgary Transit squandering public resources --- numerous buses, many large noisy, smelly old diesels, running virtually empty most of the time, or with few patrons, even during busier times. There is great need for more efficient use of public resources. Too much emphasis on public transit, at the expense of road transportation upgrades and maintenance. Public transit is not the economic engine -- industry and services rely on roads to move goods and provide services. Building and service trades cannot use public transit. Commerce relies mostly on the road infrastructure. Inadequate arterial roads, poor road maintenance are the norm for City roads! If it was not for the long overdue Provincial roads: partial ring road, etc., Calgary would grind to a halt. Councilors are misguided in their over emphasis on transit. Property taxes have risen sharply over the last decade, with little to show in our area.

Lakeview resident | Posted on Mar 30, 2016

If you start taking the bus, it will no longer be empty.

amazonwarrior@telusplanet.net | Posted on Mar 25, 2016

I would like to know why no one has responded to my email. The Mayor and Brian Pincott. Is 2 weeks a reasonable time to wait?

Dianne Schoenberger

LeMoN | Posted on Mar 25, 2016

There was consultation and engagement. A certain group of people have a narrow focus of their own interests in mind without consideration to the broader public that require improved access to transit and are quite excited about this project. Thanks City of Calgary for improving access to transit with this project in particular. I live on this route and walk to transit. Really excited for the rapid transit option to get around. Really glad for better access to MRU as well; this will really be helpful.

amazonwarrior@telusplanet.net | Posted on Mar 25, 2016

If you need better access to Mount Royal why couldn't a designated bus be assigned for that purpose rather than $40 million plus spent on how many passengers?

Glenmore is the major problem, which is not going to change. Build the ring road first then make adjustments to the public transit routes. With the economy the traffic seems lighter these days. What's your rush? Does the $$ have to be spent right away on this specific project? | Posted on Mar 25, 2016

TheVoiceOfReason | Posted on Apr 1, 2016

Agreed. In addition, a major un-addressed issue is what will happen to traffic flow from eastbound Glenmore onto northbound Crowchild? The on-ramp only holds about +/-20 cars. Once the SW ring road is built, enormous traffic flows will hit this interchange and they will have nowhere to go. I asked Barry Erskine this question many years ago, and his response was that the City had a plan. I still have yet to see a plan. Combining this problem with the SWBRT mess will only make driving worse for people south and west of crowchild and glenmore.

amazonwarrior@telusplanet.net | Posted on Mar 25, 2016

You are so right!

Tom P | Posted on Mar 26, 2016

Yes, you are very right. The designers of this 'forum' could have included a little LIKE button. Or did they want to avoid showing how strong the opposition to the SW project is?

CityofCalgary | Posted on Mar 29, 2016

Hi Tom P. While we work on getting an answer to the above question, I'll address your comment. Actually this forum is meant to have "thumb up and down" buttons but they are not working for some reason - one of the glitches we've encountered in the quick launch of the site. We're working on getting that fixed. In the meantime, trust that we're seeing and receiving all comments that come in, regardless of opinion on the project

Mark Soehner | Posted on Mar 30, 2016

I know from my personal experinece that "we're seeing and receiving all comments" is not a true statement.

Mark Soehner, Haysboro

Owl | Posted on Mar 25, 2016

Why is the Southwest Transitway being built before the SW Ring Road? The SWRR November 18, 2015 Transportation Report says SWRR "lowers potential traffic volumes and improves the opportunity to provide dedicated busway facilities for SW Transitway". Does this not imply that it is better to wait until after the SWRR is built before constructing SW BRT? Why is there such a sudden rush to build SW BRT at this time?

Do your densification plans at BRT and LRT stations include a requirement that no parkades be built at those sites? If not, how do you propose to remove cars from the street and "encourage" the people occcupying the high density "nodes" to ride the bus or take LRT?

It appears to me that the true costs of BRT (not the $208 million estimated by the city) will result in increased property taxes to the property owners far beyond what is sustainable. The benefits to the citizens of Calgary of BRT and TOD have not been clearly and effectively outlined to the citizens. The costs (real and intangible) are indeed scary and could lead to a serious decline in the quality of life in this city.

Tom P | Posted on Mar 26, 2016

Absolutely correct.

amazonwarrior@telusplanet.net | Posted on Mar 25, 2016

You are so right1

Doug | Posted on Mar 25, 2016

The Link to "BRT Engagement Home Page" has a typo: enage.calgary.ca/brt....might want to fix that. The jokes of not being able to afford the "g" might start happening.

CityofCalgary | Posted on Apr 3, 2016

Thanks, Doug - this has been fixed...

Doug | Posted on Mar 25, 2016

Hi, this is specific to the SW BRT and I've a few things to communicate (positively, to improve our awesome city).

First, gotta say it's HARD to get to this page to submit feedback. The user experience of your site(s) needs help.

Secondly, and really about the sw brt in particular, i think the real reason for all the anger and frustration from some people is because they want more specific information about what's going to happen at 90th and 14th. You have fancy renderings of bus shelters but NONE of the actual thing that will impact the community: the intersections. Let's face it, people drive a lot in town. Yes, this is a transit system but the other people impacted by the brt are your fellow drivers. So why not show the intersections and EXACTLY HOW people will have their lives impacted? There is a great fear that people will lose their ability to turn at that intersection.

Third, people are concerned about local bus route impacts. If the brt happens, despite all the confrontation recently, then what happens to the routes that traditionally go to the lrt? Do they get redirected to brt? What's the advantage? Do routes get cut off late at night (a major pain for riders) because of this new advantage? For example, if I work downtown and take the bus home from the lrt, am I better off to take the brt from downtown after 6:00pm because my connecting route is cancelled? So maybe make that an INCENTIVE TO RIDE.

Fourth, how exactly are existing cars (oh, and AMBULANCES?!) to access Rocky View? The designs are rather sketchy on this aspect. Again, why not show how EASY and DISRUPTION FREE this new system will be for current drivers? Honestly, if brt negatively impacts ambulance access to the hospital, then you've failed miserably.

Fifth, and wow, this is getting long-winded, but there's this little problem of traffic on the glenmore causeway. With additional dedicated lanes on the causeway for your brt, where is the current congested traffic to go? What plans are in place to address this? If you think that "oh a few busses won't impact Glenmore at rush hour" then you've never driven it at rush hour. So are you adding another lane for these HOV busses? And if you are, are you allowing HOV traffic to reduce congestion?

There seems to be a great deal of hopeful thinking going on and that will lead to mistakes and miscommunication.

And this goes back to my first point. I cannot find this information ANYWHERE on your site.

basic stuff | Posted on Mar 25, 2016

We need to have simple answers to simple questions before we spend this considerable amount of taxpayers money on any project. That is a basic tenant that any successful business or household employs, and that basic rule has yet to be met by the City. It would include a full and transparent costing, cost/benefit analysis, engaging and actively listening to those most affected and finally a trial run for months to ensure accuracy of estimates. Lets start back at the beginning and get a debate on the floor of Council to hear out all the concerns.

amazonwarrior@telusplanet.net | Posted on Mar 25, 2016

Yes, how can a Mayor stop public dialogue by waving his ruler sword!

J | Posted on Mar 25, 2016

With the lane width being reduced on parts of the route, and no shoulder, what is the plan for snow management? There will be little room to just push it to the sides, which would further decrease lane widths during winter months.

amazonwarrior@telusplanet.net | Posted on Mar 25, 2016

Very good question!

Tom P | Posted on Mar 24, 2016

We're in an economic downturn that's not temporary. LRT station parking lots have emptied and the Ring Road will divert traffic and speed up movement of existing bus routes. It's time to abort this plan. It would have made sense if we were growing rapidly. The silver lining is that zero population for Calgary would actually be a very good thing for quality of life and in being consistent with any environmental/global warming goals. Please look at the big picture rather than being locked into the bureaucratic machinery of planning.

KLH | Posted on Mar 24, 2016

How will the City ensure that the users of SWBRT don't park in the adjacent neighbourhoods? Currently Rockeyview visitors and staff park in the surrounding CKE communities so they don't have to pay for parking. And the two hour parking signs do not deter this from happening. Add in new riders to the SWBRT and we've got a problem. Oh, and what about the bottleneck at the 14th Street flyover and Glenmore west. It's awful as it is without the SWBRT. There needs to be a plan for this and none has been shown or presented. What about the actual costs, not the costs done from years and years ago? There is no way it can still be pegged at 40M, it's going to sky rocket past that! Rather than repeating much of what others have said, I share many of the same troubling concerns as the commenters below, including; 'Heather', 'Calgarian1', 'Think More', 'The South BRT and the new South ring road', 'glayvaa', 'A concerned SW Resident', 'Questions associated with the BRT program', 'Allan G', 'Brittainy', 'GDL', 'David' and then having it all wrapped up by 'Paul'.

glenmore causeway | Posted on Mar 24, 2016

Have you been stalled on the causeway between 0730 and 0900 or 1600 and 1830.

Reducing this by one lane in each direction will only compound the problem.

No lanes removed on Glenmore | Posted on Mar 25, 2016

Glenmore Trail will not be having any lanes removed. Westbound the BRT will travel in mixed lanes and the shoulder, and eastbound it will be in the shoulder the entire time.

access for ambulances and emergency vehicles | Posted on Mar 24, 2016

Access to and from RGH will be hampered by the BRT lanes. BRT will not decrease the number of staff into and out of RGH. This is now very significant at hours of shift changes.

Crystal | Posted on Mar 24, 2016

hi - if putting in a BRT lane it would be great if that lane could be an Hov lane as well. 14th street is already crowded and reduces traffic to three lanes or 2 is unsustainable. Allow HoV vehicles and the buses to use the same lane would be great.

Tom | Posted on Mar 24, 2016

There has been more than enough information and engagement on this plan. The people who call for "engagement" are just looking to use it as a stall tactic. It's a solid plan...get to it!

heather | Posted on Mar 24, 2016

I understand the need to move traffic north of glenmore to the core, especially with the currie development. I do not understand why the BRT would need to go past the hospital, to service 3/4 very small communities. I commute from oakridge and am worried about the increased congestion at the causeway with the merging buses, having to deal with the construction of dedicated bus lanes and increased traffic in our community. I would NEVER take one of these busses, not just because I require a car for my work, but because I choose the luxury of driving (I drive a small hybrid, I am doing my part for the environment). I am pretty confident in saying the demographic of the impacted communities south of glenmore would say the same. Meanwhile there is a need to move people from the SE to downtown AND all of Calgary to the airport.

I question the motivation of the city on this one. How long before parking complaints lead to dedicated park and rides???

Calgarian1 | Posted on Mar 24, 2016

I would like more discussion on the SBRT line in a face to face environment. Without ready-to-engage, I had no idea the city was going to start making these changes in my area. I would like to see the questions they have brought to the table answered.

Think More | Posted on Mar 24, 2016

For Twin bus lanes on 14th (for buses running every 15 minutes max), the cost is ridiculous. The CPR ran a railroad on one track for decades, so with modern communication systems, why can't a bus system copy this?

The South BRT and the new South ring road. | Posted on Mar 24, 2016

1. To me as a resident in Oakridge I would like to know if any consideration has been given to put the south BRT as part of the ring road plan and construction.

2. I know that there was an earlier possibility that 90 th ave was to be changed to accommodate major access to the Indian’s reservation property. This was their request for their compensation to allow the new proposed ring road on 37th street. Is this action provided for in the south BRT proposal. I believe that this would add more traffic from other southern communities on 14 th street.

Right now people west of 14th street are boxed in and have only one route out - 14th, which is already bad at the best of times. Why not wait until the ring road is built first? Once it is built I think that once residents have this option our traffic issues may change dramatically and the south BRT may not be needed at all.

Local Artist | Posted on Mar 24, 2016

Hi, I am a born and raised calgarian and i lived here for the first 19 years of my life.

I moved to Vancouver and experienced a transit system like nothing i've seen before. This had me questioning a lot about calgary's protocol with transit and why it limits its times and commute to the bare minimum. After Vancouver i moved to Toronto. and needless to say the TTC wins.

What im getting at here is Calgary is in dire need of a dedicated transit system that runs 24/7. We have job shortages in the city and a lot of these jobs aren't at ideal work hours. You can help boost the economy in this city by having dedicated night busses that take citizens to a all corners of the city. (or at least relatively close so we aren't depending on spending 60$ on a cab ride.)

I would love to see rid of this whole 4 digit stop number thing. and migrate to a more modern gps system where busses come frequently and the focus is bringing customers to their destination as fast and as safe as possible..

The fact i wait 20 minutes for a bus that is to replicated a subway line down centre street is beyond ridiculous. You guys need to allow for new ideas younger minds and reliable service.

At this point im just counting down the days to get back to Toronto.

glayvaa | Posted on Mar 24, 2016

My concern, is this really needed, at this time? Maybe once the community of Providence is built, this will be needed. I live just off of 24 Street, where the traffic circle will be built. I do not want the added noise and air pollution from the Transit buses. This would ruin our peaceful community. We have two parks (soccer fields, baseball diamonds, and kiddy park) located right on 24 Street. July and August bring huge amounts of cars during the weekends, and they park along 24 Street, in the right lane. Where are these people going to park once transit takes over? They will park in front of everyones homes, that's where. The entrance to Fish Creek is at the end of 24 Street as well. A very peaceful intersection with two way stop signs and a playground zone, keeping most vehicles from speeding. The traffic circle is a bad idea. Pedestrians cross there all the time, getting to and from all the parks. The stops signs work well. The traffic circle will create way more trouble than its worth. The only reason for it, is to turn the buses around to go back up 24 Street. I also believe the value of our homes will go down, due to added pollution, noise, traffic, and street parking from BRT users coming from other communities. I heard that approximately 15 per cent of the community wants this, I say its closer to 8 per cent. The added traffic along Anderson, 14 Street and Glenmore Trail will make it near impossible to get anywhere, in a timely matter. On a added note, the new area of Providence should not be built at all, as it will bring further traffic to 37 Street, Anderson, 14 Street, Glenmore, and Deerfoot. Which we all know, can't handle anymore traffic. It's nice having a quiet community and to be able to get out in the country in 10 minutes is a fantastic thing. If all these plans move forward, I would have to move, which would suck.

A concerned SW Resident | Posted on Mar 24, 2016

From what I can see, all of drivers for this project are based on Calgary's economic activity from 2006-2011. Given the current economic situation and future opposition to oil and oilsands development I would question the need for this project at this time. The stated drivers of Rockyview Hospital employment and access to Mount Royal University from the South cannot be based on current population requirements which must be augmented by significant additional population growth in the SW neighborhoods. I just don't see that happening in this current economic climate. Further, the concurrent execution of both the SW Ring Road and SW BRT projects will cause significant constraints to the existing 14 ST and Glenmore Trail corridors with resulting negative impacts to anyone trying to leave the SW neighbourhoods. I believe it would be more prudent to complete the SW Ring road extension presently under construction, update the transportation plan to the current economic realities, and then start the SW BRT project along 14 ST SW if the drivers are still there.

When you click on the link "BRT engagement home page," you see server not found. | Posted on Mar 24, 2016

As such, I thought I'd voice something else you need to consider. Your bus drivers tend to be antisocial and rude to customers. I've seen them kick teen riders off the bus for no reason. Some seem grouchy and have anger problems. I was shocked when the news came out saying that bus drivers don't like the way they are treated by their paying customers. Believe me, the drivers need customer service training.

Tom P | Posted on Mar 24, 2016

My mental health professional friend tells me that transit drivers experience a LOT of stress. Driving a very large vehicle through traffic while dealing with quite a few problem riders and car drivers is difficult and sometimes dangerous. Just when a driver becomes accustomed to a route and customers, they are routinely and arbitrarily assigned a new route. I suspect it's the job as it is that's the problem, not drivers' personalities or lack of training.

Questions associated with the BRT program | Posted on Mar 24, 2016

The proposed widening of the 14th Street SW arouses my serious concern. The proposed widening of the 14th Street SW is ill conceived in regard to its technical implementation and its transportation solution for the four main reasons:
The widening of the 14th Street for the dedicated bus lines is associated with technically insurmountable bottlenecks on its way along the Glenmore Trail and further to the Crowchild Trail and finally its merging with the downtown traffic. Mixing of the traffic with dedicated bus lines would chaotically hamper the passage of all remaining vehicles. The bottlenecks at the present traffic form mostly a single lane and in particular the narrowing of two lanes into one at the turn to the Crowchild Trail causes frequent accidents and complete gridlocks. Such bottlenecks do not allow any dedicated lanes for buses. The widening of the 14th Street is only a small part of the route that ignores insurmountable challenges down the road. Concrete barriers between the bus and remaining traffic lanes aggravates the safety of vehicles in both directions. The dedicated bus service will require a number of additional operating buses and connecting bus lines, which would access the surrounding communities. . The present bus services are serving the connections to the LRT, which provides a faster means to reach the city core. The dedicated bus line would become a poor copy of the LRT transport at an unjustified expense to the public.
The City of Calgary shall conduct a thorough feasibility study of the 14th Street widening by considering other options with more positive aspects. The questionable utilization and economy of the dedicated bus service that hampers the passage of vehicles will indisputably lead to its later abandonment.

donks | Posted on Mar 24, 2016

Has consideration been given to substituting electric buses - trolleys or battery-powered - for the internal combustion monsters we're currently using. I would expect electrical service to be quieter and cleaner than what we have now, and perhaps by using them, some of the resistance to the SW BRT might be reduced.

Donkers | Posted on Mar 27, 2016

I don't mind the noise from buses. I have better and more important things to focus my time on

donks | Posted on Mar 24, 2016

What alternatives exist to the the w BRT? For one, I would like to see Rapid Transit running parallel to the Deerfoot, with express bus runs from stations along Deepfoot to the Rockyview, MRU, etc. .To me this is an essential part of a Calgary transit plan - one which would minimize disruption to existing communities.

donks | Posted on Mar 24, 2016

Where are the statics - transit utilization, raw numbers, projections - related to the proposed Southwest BRT? How can we assess it and respond to it without having access to the data underlying these plans and decisions?

Mackenzi Martel | Posted on Mar 24, 2016

please consider a train line up the central northwest to downtown or connecting to the existing train in the northwest. Evanston, panorama, country hills, beddington, and the communities in this range suffer finding tenants or having easy access to work downtown unless you drive.

CityofCalgary | Posted on Apr 3, 2016

Thanks for your comment, Mackenzi Martel.

The Green Line project will be adding 40 kilometres of track to the existing 59 kilometre LRT system. End-to-end, the line will connect North Pointe (by the Landmark Theatres) to Seton (by the South Campus Hospital).

I encourage you to follow this link for a summarize 'Fact Sheet' on the Green Line
http://www.calgary.ca/Transportation/TI/GreenLineD...
(http://www.calgary.ca/Transportation/TI/GreenLineDocuments/GreenLine-Fact-Sheet-Feb2016.pdf)

Transfer please | Posted on Mar 24, 2016

A lot of ppl voicing opinions aren't even dedicated commuters. I believe they should be listening to the commuters concerns not fueling an oil deprived city that depends on its fossil fuel commute.

Piper | Posted on Mar 24, 2016

The presumption is that I need to travel from SW to downtown. Fact is I have need to go downtown and intentionally seek to avoid doing so. Consequently it always more efficient time-wise to drive to where I have to go. Is there a needs analysis the public may review

Allan G | Posted on Mar 24, 2016

-There is already a bus route mirroring this proposal No. 20 and I am confident that the current utilization level would not justify a $40M project.

-The proposed 14th ST BRT only really services a small corner of the city, and is the $40+ million spend worth servicing the small numbers, why not increase access to existing infrastructure; the current LRT, and the money spent there to increase those trains to 4 cars, the benefit from that has not even been felt and we are spending money on a problem that may already be solved?

-What is the $40M project in 2017 Dollars, i am sure it will far exceed $40M and that money can be used better elsewhere (I.e. the Green Line and the infrastructure the SE desperately needs)

-Also I believe the information does not indicate some that this BRT will allow the city to rezone adjacent communities for more high density housing..... This is something that alderman and NOT mentioning in any of the information and i am sure residents have ZERO idea about this little side perk for some developers?

Scott | Posted on Mar 24, 2016

As a resident of Haysboro, this project is awful. Build better parkades (multi-level, covered) at all c-train stations to increase ridership and more feeder buses to the c-train line. Improve the c-train. Increase security at ALL c-trains, it's a joke right now, stop the focus on ticket scammers and worry about the security of the people. C-train costs should also be staggered on how far you have to go.

Brittainy | Posted on Mar 24, 2016

As a resident of Braeside, I do not support this project. My reasons being:

1. There are a number of other areas of the city that are lacking transit infrastructure and I feel we should be putting the money in those areas (SE, Airport, Deerfoot).

2. The SW has a number of options to get downtown via transit already. This includes Anderson Station, Southland Station, Heritage Station and the number 3 bus route. I do not see why we need another?

3. I haven't seen any ridership studies. The transit systems in place aren't used currently. What support does the city have that this will be used?

4. It will cost the current riders. Where is the funding for sustaining the BRT coming from? There will be a need for more drivers and more buses. If there isn't increased ridership how will Calgary Transit pay for those costs? I fear it will fall on the current riders with increased ticket fees.

5. We haven't done a test run on the routes. Why hasn't there been routes set up with the existing infrastructure to test the use and the travel times? City workers should have to ride these routes regularly to pinpoint the bottlenecks before breaking ground.

6. The Glenmore flyover is a bottleneck with no solution. The time saved with the ability to pass over traffic in dedicated bus lanes will be negated by having to stop constantly to pick up and drop off passengers. Ultimately the buses will get stuck in the same traffic issues the rest of the drivers are stuck in.

7. There are cheaper less drastic options: run the routes with regular traffic; create bus lanes on the shoulder like they exist on Crowchild; widen the lanes for all traffic and add the bus routes.

If Calgary Transit were a private business owned by our City Council, with their own money on the line this project would never have been given a thought. I ask the Mayor and the City Council to treat funding like it's their own money and spend it wisely.

Please do not go through this plan.

CityofCalgary | Posted on Mar 30, 2016

Hi Brittainy, and thanks for taking the time to voice your concerns. Trust that we have captured them and that they will be shared with the project team and decision makers.

There are several other transit projects underway or in planning to service some of the areas you reference, including the South Crosstown BRT and the future Green Line LRT. Visit Calgary.ca for more info about these projects.

While there are existing transit options in the SW, none provide the same direct connections to major destinations as the new SW BRT. Currently, many transit customers take a bus and then transfer to an over-capacity LRT line. Some may even be required to transfer to another bus from the LRT to reach their destination. The SW BRT provides better direct connections to destinations and allows transit customers to travel without multiple transfers.

Maria | Posted on Mar 24, 2016

I like this project but I feel like I haven't heard enough about this high pressure gas line that runs along 14th...as someone who lives on the other side of the sound barrier where this line runs, this is my biggest concern. Can someone just say for once and for all that a) this is safe or b) we have a plan to make it safe?

CityofCalgary | Posted on Mar 29, 2016

Hi Maria. Major utility infrastructure is under nearly every major roadway in Calgary. The City of Calgary routinely works with major utility companies to ensure services are delivered in a safe and reliable manner, be it gas, water or electricity.

The City is working closely with utility companies including ATCO Gas and ATCO Pipelines to gather information about underground utilities and identify how to best coordinate road construction with utility work. All utility work and road work will be done in an efficient, coordinated and safe manner.

Randy C | Posted on Mar 24, 2016

Where is the proof of ridership ? Has the city asked anyone in Woodcreek if they would use the BRT?

I would like to see the "real "2016 costs for this project?

Courtney H | Posted on Mar 24, 2016

I believe the level of engagement with the public has been deep and opportunities for input have been extensive. A small group of very angry citizens should not drown out the voices of a larger collective of content and appreciative citizens. Thanks to city staff and Council for their attention to detail and long-term planning and vision. More public transit and improved public transit is the way of the future. Great work!

Bus yes bus lane no | Posted on Apr 6, 2016

More transit is a wonderful idea - but developed wisely. It's not just the "ready to engage" group that doesn't think a dedicated bus lane is a good idea. I am not a part of that group and I don't agree with a dedicated bus lane. The other BRT routes within the city do not have one so why is this one so special? There is underlying untold information I am certain that we will not know about until it is built. Living in the area for 20 years I've only heard of this in the last 6 months being a go ahead as any other attempt by previous councils decided there would not be enough ridership to warrant the cost.

Tom P | Posted on Mar 24, 2016

What substantive evidence can you offer that suggests that there's very broad support for this project?

Supportive of the plan | Posted on Mar 24, 2016

I wanted to say that I am supportive of improved public transportation in an area that has traditionally been under-served by transportation facilities of all kinds (roads included). I think that improvements to public transportation in the SW, specifically the SWBRT, will help commuters using all modes of travel.

Waiting for other transportation solutions, like the SW Ring Road, is what has helped get Southwest Calgary into the situation it currently is in, and I think that having a cost-effective solution that can be brought online in short-order will be a good thing for the area. Besides, the ring road will not serve many of the major activity-centres that the SWBRT will, like the hospital, Hertiage Park, Glenmore Landing etc. and I don't believe it will provide much relief for those that, for whatever reason, do not have access to a private vehicle.

I am also interested in the seeming contradiction regarding budget from those opposed to the SWBRT: While $40million seems to be excessive to some, the multi-billion price-tag of the ring road, or the $60-70million for a single interchange (such as Richmond Road/Sarcee Trail) seems to pass without comment. While $40million is being spun by opponents as a huge figure, it is relatively small in comparison to many routine infrastructure projects that are built in Calgary every year.

I have heard 'there was no engagement on the SWBRT' several times now, and I wanted to address that, especially as there have been 9 open-houses to date. I remember being notified about the first open houses in 2011, and while I could not attend, I got the flyer in my mailbox, and I emailed the SWBRT team to ask questions and provide feedback at that time. I believe that the people who say they did not receive a flyer likely did receive one, but who would remember a single piece of junk-mail from 5 years ago? I suspect that many residents did get the flyer, saw a bus on the front, and promptly recycled it because they never take the bus.

I'm am also hearing people say that the City should 'hit the reset' button on the project, and I can't help but think that this would be a disservice to commuters in Southwest Calgary, and to those that have taken part in the engagement process already. I think that all comments should be heard, and I would expect legitimate complaints, concerns and suggestions to be addressed, but do we stop the party and start over because some people showed up late?

I hope every effort is taken to make the project as user-friendly, community-friendly, and well-integrated as possible into Southwest Calgary, and I hope that the feedback from community members is evaluated and will contribute to the best possible implementation of this plan.

Jillian | Posted on Mar 24, 2016

I agree with all of this

DBO | Posted on Mar 24, 2016

I generally like the idea behind the BRT program but would wish that equivalent or even higher focus would be put on developing the LRT and bus lines that feed to the LRT stations, especially now with the 4-car-trains finally being introduced.

I live in the SW and can only comment on the current SW BRT project in more detail:

While generally supportive of the idea of direct connection between the SW and MRU/downtown I wonder whether this new SW BRT is the best solution - I do have to following concerns/thoughts:

- Glenmore trail (and 14 St) is already a huge bottleneck - how is ensured, the SW BRT isn't worsening the situation?

- Why can't this be addressed by improving frequency and/or routing of lines 79/80/306?

- Is the impact of the SW ring road on the traffic flow sufficiently considered - after all the plan has been set up before an agreement on the ring road was reached?

- Are the costs plans reliable (40M), especially with inflation and changes to the project (underpass 90 Ave)? - my fear is that it will be way more expensive, which then poses the question regarding "is it worth it?".

- I have heard about HP gas lines going along 14 St and that this might be a risk during construction as well as later on. Is this project creating risks of injury for nearby residents?

- I fear the construction will make it harder for surrounding residents to access 14 St by foot (no pedestrian bridges) and by car (90 Ave intersection, reduced lanes) - how is ensured this will be addressed? the documentation doesn't really cover these concerns.

Overall, I just feel like this project is being rushed/pushed through and the gain is minimal compared to related costs/risks/traffic issues.

CityofCalgary | Posted on Mar 30, 2016

Hi DBO. While the SW BRT project doesn’t provide a solution for the Glenmore Trail flyover, we are confident the addition of several buses per hour won’t significantly worsen the bottleneck.

While there are existing transit services in the area, none provide the same direct connections to major destinations as the SW BRT project. Changing the frequency or routing of existing routes could be beneficial (and a review of existing services is ongoing), but a new service with direct connections to those destinations is still needed.

The Ring Road is designed to help drivers get around the city and avoid traffic. The SW BRT is designed to move people through the city, connecting to major destinations. While the SWCRR will influence traffic patterns in the area, the need to help people get to and from their destinations within the city will not change.

Regarding cost, we have the ability to re-allocate funds for each of the new BRT projects within the overall program budget of $208M. As design progresses on each of the projects, we can see that some projects will be more expensive than the initial estimate and others will be cheaper. We are confident we can implement all four of the new BRT projects within the overall program budget.

Major utility infrastructure (e.g. gas line) is under nearly every major roadway in Calgary. We routinely work with major utility companies to ensure services are delivered in a safe and reliable manner, be it gas, water or electricity.

The City is working closely with utility companies including ATCO Gas and ATCO Pipelines to gather information about underground utilities and identify how to best coordinate road construction with utility work. All utility work and road work will be done in an efficient, coordinated and safe manner.

Access to and from destinations and communities along 14 Street S.W. will be certainly be taken into consideration as we develop construction staging plans. This is something we've heard a lot about from residents. It's a bit early for those details now, but construction details will certainly be shared as we get closer to that stage.

Waiting | Posted on Mar 24, 2016

My house backs on to 14th. I've lived there with my family since 2012. No one from the city has contacted me to discuss how this construction, if it goes ahead, is going to impact my property and my family, or if it will at all. I have now signed up for email updates from Mr. Pincott three or four times since last October and have not received a thing. I'm wondering when those 'directly affected' by the construction of this project will actually be spoken to, or informed, of anything specific? I'm still waiting...

Tom | Posted on Mar 24, 2016

This plan is very poorly thought out, and should be put on hold until after the ring road is completed on the West side of Calgary, and then re-evaluated for merit.

How will these BRT buses connect onto Glenmore Trail, in either direction? If they are just joining into the mass of traffic that is there now, then what good are they?

The enormous amount of time that it will take the City to develop 14th Street and make all of these changes will cause untold grief for those drivers trying to come out of the areas West of 14th Street. I have never seen a questionnaire from our Community Center in regards to this project and they certainly do not speak for me or anyone I know, if they are in agreement with this.

CityofCalgary | Posted on Mar 30, 2016

Hi Tom. Thanks for sharing your thoughts. In both directions, SW BRT buses will merge onto Glenmore Trail in regular travel lanes, just as existing bus routes do today. In some portions of Glenmore Trail, buses will be able to use shoulder lanes in rush hour, similar to the bus-only shoulder lanes on Crowchild Trail.

GDL | Posted on Mar 24, 2016

Overall the SW BRT is a poor idea and lacks any fiscal judgement and planning capability which is consistent with most governments traditionally. What is a good idea is providing customers direct access to Mount royal and other parts of crow child trail corridor through a direct bus service using the existing roadways with perhaps some minor modifications (eg outside bus lanes where available) and a few of the existing stops. Why not run a trial in this manner to gage ridership and service before spending a ridiculous amount of money. I also believe that some of the congestion on 14 street, which no longer really exists due to the downturn, will also be alleviated by the ring road which will allow faster transit times for cars and buses alike on 14 st.. The majority of comments I have read support this thesis and overall I am somewhat appalled by the lack of judgment and behaviour of Mayor Nenshi and some of the alderman.

David | Posted on Mar 24, 2016

Dedicated Lanes do not make sense. Even with our extremely mild winter, we have all seen how dismal the adoption rate for the bike lanes have been. Dedicated lanes have been a dismal failure.

What our city needs to understand is that our roadways like 14th street and crowchild are not solely for commuter traffic. These roads are vital all hours of the day for commercial and pleasure traffic. Spend money in this environment, to create dedicated lanes it makes absolutely no sense. These lanes will only be used during peak times to transport people to and from downtown and then will otherwise sit idle.

Dedicated lanes simply do not make any sense.

Pat | Posted on Mar 24, 2016

I would like you to consider those of us who will not use the BRT. We are taxpayers and live in the communities that will be affected by this plan. At present try getting onto 14th street from 90th Ave in he morning or heading south on 14th in late afternoon, almost gridlock and this plan during a long construction will make it impossible to enter and exit my neighbourhood, totally unfair ! Also, don't think for a minute that transit riders won't park in Glenmore Landing and adjacent neighbourhoods, again totally unfair. Just adding a lane on 90th last year caused major backups trying to get out of communities . Perhaps if this plan goes ahead, you might consider reducing the taxes for the many communities who will have their property values drop due to this plan

Numbed | Posted on Mar 24, 2016

Before spending $40 million plus on a somewhat rapid bus project, the traffic issues on Crowchild, Glenmore and 14 St need to be alleviated. One of the biggest issues is the weaving on the causeway. Not only is this inefficient during high traffic volumes it also results in numerous rear end collisions. If you can make a dedicated bus lane across the causeway then why can't you make a dedicated general traffic through lane for vehicles heading north and south? If the causeway is improved first then a dedicated bus lane would not be required. The silly idea of diverting buses through Lakeview could be put in the bin where it belongs.

The BRT for people heading downtown will not be rapid. The loop through Mt Royal College will add at least 10 min to the trip. The bus traffic crossing 14th from the hospital will cause traffic delays. Either the bus will have to be delayed here or the 14th ST traffic will suffer. The city has screwed up the traffic flow in several areas to accommodate transit. This will just be another one but it will be huge.

I'm totally against spending this kind of tax dollars for a project with so many flaws. Spend the money improving general traffic flow along the route and then just add the appropriate buses. If the road system was improved dedicated bus lanes and such would not be required.

DBO | Posted on Mar 24, 2016

This totally makes sense to me:

Spend the money improving general traffic flow along the route and then just add the appropriate buses.

This would be a way more logical solution!

James Kohut- RE-ROUTE 14 Street BRT Lane Champion | Posted on Mar 23, 2016

SMART RE-ROUTE- Better Route Transportation (BRT)

The BRT route on 14 Street between Heritage Drive and Glenmore Trail should be shifted off of 14 Street and put onto Eagle Ridge Drive. This would eliminate massive construction traffic jams in this area on 14 Street for tens of thousands of people. It would also likely eliminate a lot of infrastructure shifting costs.

One house on the south end of Eagle Ridge Drive would have to be removed to allow for a designated only bus route. Eagle Ridge Drive would then have to be extended to Heritage Drive for this designated only bus route. The City needs to do a cost analysis on this optional route in order to determine feasibility.

It is only common sense to sacrifice one home in Eagle Ridge for the benefit of tens of thousands of people who will otherwise have to waste much of their lives in construction traffic- yet again. The needs of the majority out way the needs of a single home owner. A bus route through Eagle Ridge would not substantially harm the neighborhood particularly if silent modern Natural Gas buses were regulated to a 30 KPH speed limit on Eagle Ridge Drive. A bus traveling through the neighborhood about every 10 minutes. will not harm Eagle Ridge.

Furthermore, **the City should do a cost and structural analysis of creating a BRT bus route on the Glenmore Dam.** The Glenmore Dam, about 25 to 30 years ago, use to be used by vehicles to access downtown. This was an extension of 14 Street. The Dam had traffic lights to permit one way traffic flow. This could be done again with BRT buses. If the 2 pipelines on the Dam are hung off of the Dam, laid in the reservoir or directionally drilled under the Elbow River, then buses can travel the Glenmore Dam route thereby eliminating the need for bus lanes on the Glenmore Trail Causeway. Glenmore Trail construction traffic jams will be eliminated as well. Also the road will be safer because there will be no narrowing of the vehicle roadway or lanes.

If the BRT route is moved onto Glenmore Dam, the community area of North Glenmore, along with the existing schools and recreation facilities will be better served by the BRT bus system which will increase ridership. Maximizing utilization of the BRT buses in this way is important. Considering long term or future traffic flows is also important.

Make way for ***B***etter ***R***outed ***T***ransportation not ***B***ad ***R***idiculous ***T***raffic. Think re- route. Think plebiscite.

James Kohut

Former multi decade Eagle Ridge Resident

Champion for Participatory Democracy, where people make decisions, not just politicians.

GW | Posted on Mar 23, 2016

In the topics for discussion there is no discussion point on how the BRT will fit into the traffic network. Glenmore Trail from Crowchild to 14th comes to a standstill at some time during most rush hours. Traffic is not like water, it does not speed up at a constriction. Reducing the lane width and removing the already narrow shoulder for stalls and vehicles waiting for a tow after collisions will increase delays for all users. The bus only route from Southbound Crowchild to Eastbound Glenmore will destroy a green space, impede traffic out of Lakeview and will provide another location for illegal u-turns on Crowchild for drivers frustrated will the backlog of traffic trying to use the flyover. Will the City have to cover the cost of the portion of the BRT route through Garrison West? The elimination of the cut-off ramp from Southbound 14th to Heritage Westbound to Heritage Park will this access dangerous and awkward, particularly with the large number of buses that regularly bring visitors to Heritage Park. Other than the station design, everything looks very preliminary for a project that is scheduled for construction this year.

The engagement feedback from fall 2015 and Feb 2016 lists a lot of questions and comments with no replies. Engagement should mean dialogue, not a holdingng pattern. Is this process true consultation or an exercise in avoiding open dialogue on issues?

CityofCalgary | Posted on Apr 7, 2016

Thank you for your comment. Part of our process is reflecting everything we have heard in all sessions to date and that is what you are seeing in the lists of comments and questions from the fall and February session. The Engagement process is still open, and decisions that are open for input will be made once all feedback is received. This is because we want to make sure everyone's feedback is included in the decision making process. The project team is working on answering all questions on this site, but if you have questions that are still unanswered please let us know and we will either direct you to where the information is available or answer your question directly.

Nathan | Posted on Mar 23, 2016

I think the traffic disruption on 90th ave needs careful consideration. The recent issues in Edmonton with their new LRT creating 15+ min delays is completely unacceptable. I would expect there would either be an underpass or some timing of buses at this intersection given how quickly traffic can back up heading east bound in the morning (though the expansion to three lanes has helped a fair bit).

Toasty | Posted on Mar 23, 2016

I am looking to City Council to promote ALL forms of transportation for the citizens of Calgary. I would like to see answers to the following:

How many buses per hour will be utilizing the transitway on 14th street?

Will existing bus routes also be using the transitway?

Will emergency vehicles be able to utilize the transitway to the Rockyview Hospital?

Will there be an impact to emergency vehicle response times both during construction and after completion of the project?

There are a few areas within the functional study of 2011 that were left with more study required, has there been resolution to these issues?

Are there any opportunites available in the design of the project to also incorporate improvements to increase vehicle traffic flow along 14th street?

Will there be restrictions on vehicle widths? Greyhound busses and other large vehicles utilize 14th street. Will they be impacted by the reduce lane width?

If the SW transitway was approved in 2011, why were funds expended in realigning 14th street at Heritage Drive and 90th Avenue in 2014/2015 when the construction period exceeded the period of usage after completion until the instesections are torn up again for the Transitway project?

The construction time to realign 14th Street at Heritage Drive and 90th Avenue took approximately 10 months. What new construction/planning methods has the city developed to propose completing a far more complicated project in only 2 years?

Why is the timing of construction slated for 2016-2018 at a time when 14th street is heavily utilized instead of delaying the project until the completion of the ring road when there will be alternate traffic routes to alleviate some traffic congestion?

Why has the ring road not been considered as an alternate route that could be used by the BRT without expending millions of dollars for the bus only lanes? BRT could go onto ring road from MRU west to ring road and then south to 90th Avenue.

With the design of 14th Street what assurances will residents have that the city will not endeavor to reduce the numbers of vehicle traffic lanes to provide for sidewalks, bike lanes or green space along the route in the future?

What assurances will residents have that Glenmore Trail vehicle traffic lanes will not be reduced to provide Bus only lanes between 14th Street and Crowchild Trail across the causeway?

How many lanes of traffic will be available on 14th street during construction 2016-2018?

CityofCalgary | Posted on Mar 30, 2016

Hi Toasty. Here's some answers to some of your questions. The new SW BRT will run every 10 minutes in peak period, which equates to six buses per hour. Other routes will be able to use the dedicated bus lanes on 14 Street S.W., including some existing bus routes and the new South Crosstown BRT.

We're working with Rockyview Hospital and Alberta Health Services to ensure emergency access to the hospital at all times. Emergency vehicle use of the bus lanes is one of the items we are discussing with the hospital and AHS.

As for the change in lane-width, the change in width won't impact vehicles (large or small!) that currently travel the roadway.

The Southwest Calgary Ring Road Project is not a replacement for the SW BRT Project. They are two different projects that serve very different purposes. The Ring Road is designed to help drivers get around the city and avoid traffic. The SW BRT is designed to move people through the city, connecting to major destinations. While the SWCRR will influence traffic patterns in the area, the need to help people get to and from their destinations within the city will not change.

The specific construction staging plans haven't been developed yet, as the project is still in the design phase. Once the design is complete, The City will work with the selected contractor to determine the best construction staging plan to keep Calgarians moving throughout construction. Construction staging details will be shared with the public when they are ready. Watch the web page for details: **http://www.calgary.ca/Transportation/TI/Pages/Tran... (http://www.calgary.ca/Transportation/TI/Pages/Transit-projects/Transitway-and-BRT-Projects.aspx?redirect=/brt)**

Jonny K | Posted on Mar 23, 2016

I sent the following message to my alderman, Mr. Pincott. I didn't receive a response from him, so perhaps posting it here will allow the right people to see it:

"I've looked at the plan and I'm not convinced it's a good one. Firstly, with the ring road finally being built the traffic dynamic of the area may change substantially, committing to this transitway right now based on current traffic knowledge may be a mistake. Perhaps the bus should use the ring road?

And speaking of current traffic, I see the transitway is supposed to use a leg of Southland Drive between 24th st and 14th st. As somebody who drives this road every day I can tell you when heading eastbound towards 14th this stretch is often fine, but also often a nightmare. Any time 14th street is backed up (frequently) you can end up with a kilometer of traffic backed up into the community on this road. This also happens when the weather is poor, primarily due to snow. The traffic light that crosses 14th street is short and causes backlogs of vehicles waiting to cross it every morning. In bad weather this problem is much worse since vehicles are left stopped on the uphill slope towards 14th which becomes slick. From a standstill vehicles are unable to get traction on the hill after they've been stopped and you wind up with only 3 cars getting through every light. If you put the new transitway on this road I'm not sure it will function well in this traffic. However, if the transitway went all the way up 24 st to 90th it would bypass the bad hill and may avoid much of the trouble. Just a thought, I know having transit go past Southland Leisure center is desirable even if the road can be bad, though going past Glenmore Park may also be nice."

Ultimately, why not wait until the ring road is built first? It would make the commute much easier during construction, right now people west of 14th street are boxed in and have only one route out - 14th, which is already bad at the best of times.

CityofCalgary | Posted on Mar 29, 2016

Hi Jonny K. Thanks very much for your feedback. We have received it and it will be passed along to the project team.

Regarding the ring road, The City of Calgary will work closely with the Province of Alberta in planning and managing construction of both projects to ensure folks in your neighbourhood can continue to move through their communities and across the city.

I drive a car. | Posted on Mar 23, 2016

This city is designed and built for the car. It is very spread out. A lot of people do not live near where they work. Most people do not take the bus as it would take them over 2 hours just to get to work one way. One needs to be realistic. The C-Train is fine if you work downtown, or near the C-Train route, but most people do not. So I do not see this changing. Also the cost to ride the bus is expensive, along with being time consuming. People are worn out from work so I do not see one enjoying a 2 hour bus ride home after putting in a long day at work. The same goes for getting up extremely early to ride the bus. Good luck on trying to motivate people to take the bus when our city is designed for the car.

Hannah | Posted on Mar 24, 2016

I think the point is to make it less about cars. While some do not take transit, the city is full of people (in all neighborhoods) who do not own cars for financial or other reasons. Many of us have had to get up early and trek through snow in cold weather because we have had no other option. Anything that makes transit easier to use and which allows better access to all parts of the city is a good thing for those of fewer economic means and goes a long way to making their day-to-day lives better. This is also a critical consideration and people like us often do not have the time or energy to be the "squeaky wheel" around these issues. I fully support addressing as many community issues as we can and it is very important to hear about the everyday impact from all parties but at the end of the day, we need to support this project and others like it because Calgary is becoming a world class city and an extensive transit system that serves everyone is necessary as part of that evolution.

BM | Posted on Mar 23, 2016

You clearly lack the ability to empathize with people not in your situation. Many Calgarians cannot drive for a variety of reasons and many have no choice but to take transit.

Load More

What will we do with your feedback?

Questions will be answered as soon as possible, either in the discussion forum or through a 'Frequently Asked Questions' report back. Additional feedback will be compiled and we will produce a 'What We Heard' report back as soon as possible.

Links

BRT Engagement Home Page (http://engage.calgary.ca/brt)

More Information About BRT (http://calgary.ca/BRT)

(https://www.linkedin.com/company/city-of-calgary)

(https://www.youtube.com/user/thecityofcalgary)

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Have questions or want to learn more about a project, contact us below:

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