



Neighbourhood Streets – Pilot Policy

What We Heard: Verbatim Report
March 2022

Verbatim

The report below provides the verbatim comments for the Neighbourhood Streets Pilot Policy Engagement. It is intended to be an accompaniment to the [What We Heard report](#).

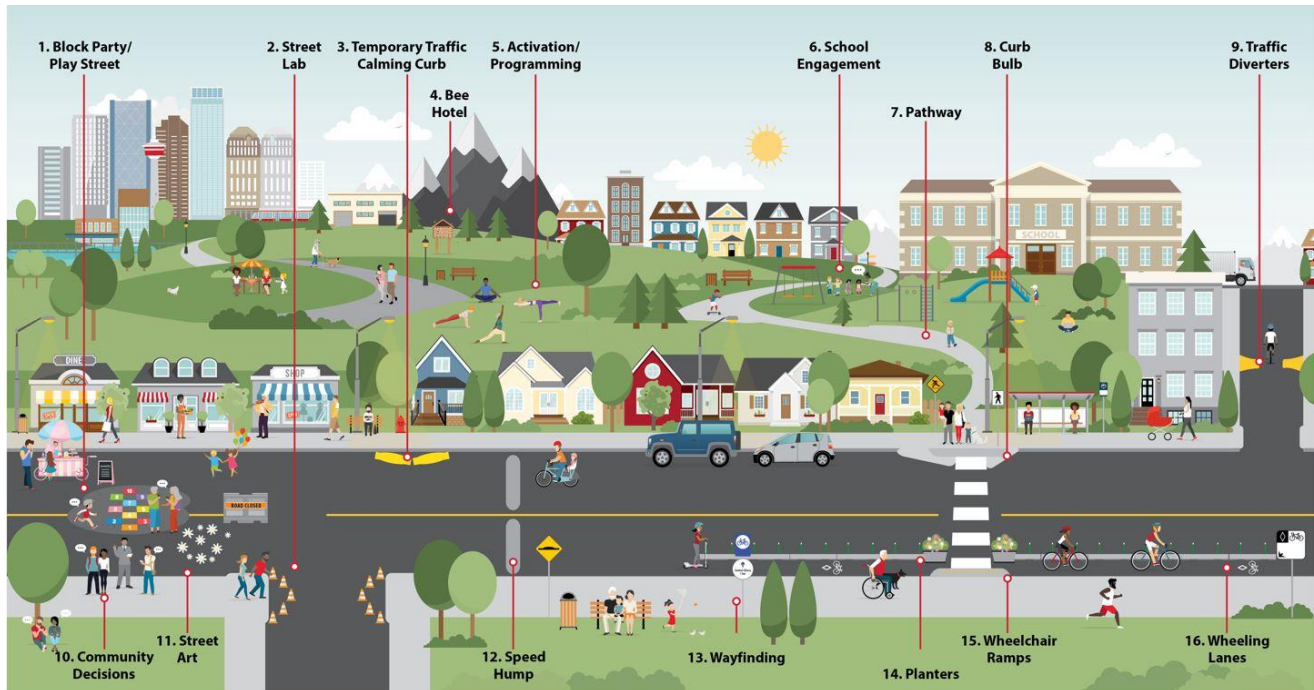
Please refer to the [online engagement page](#) for more background information.

Verbatim comments are presented exactly as submitted, and not edited for grammar or spelling. Profanity and personally identifying information is removed, when applicable.

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Key Stakeholder Workshop Results



Infographic 1

Question 1

Working with pilot neighbourhoods revealed the need for these elements. Is there anything missing?

Internal Session #1

Parklets
On-street EV charging
Trees
Street uses that are not about mobility or utilities
Transit zones
Dedicated carshare parking spaces
Pedestrian scale lighting
intentional access and driveway management
street furniture (benches, w, r & Org bins)
how would intake requests connect with new development
Consistent materiality
are we encouraging midblock crossings?



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design driveway aprons with pedestrians in mind
restaurant patios
are these applicable across city (ie greenfield, inner city etc)?
Winter City ideas
Street Trees
Lighting
Pageantry
Bike parking / corralls?
keep stormwater off the sidewalk
Soil cells
underground storage
pedestrian-scale street lighting
Wayfinding
Accessibility features (e.g. tactile)
Bioretention Areas + Bioswales
on-street parking
interactive public art
seating areas for all
flexible street- from cars to basketball court
less private vehicle storage
Common definitions across policies and other documents eg neighbourhood blvds doesn't exist in other documents.
add colour
Gateway features
fun/painted crosswalks
Seating, little plazas
soft walls/shrubs
bioswales, little community plots
Drainage gutter interceptor to prevent sidewalk icing
patio spaces (not just for restaurants - for street furniture)
Cultural space - something that shows language or culture in the area (art?)
Intersection and pathway parking set-backs
pollinator gardens/ native planting
Community gardens
Permeable surfaces, paving
Sustainability and being able to maintain and repair streets with these elements on it
signage but not sign clutter
More bicycle parking areas,



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not monowalk, but boulevard
Can we breakdown the safety section? What about lighting? or wider sidewalk?

Internal Session #2

transit - how it integrates with cycle infrastructure - for pedestrian safety
more stormwater management solutions/low impact development
tree planting/boulevards are essential
Winter activity space and prompt snow removal of the activity space and roads leading to the space
More waste receptacles on the street (emptied by City)
self watering planters
Exploring equity + inclusion in design - eg. how to promote food security within public realm in areas of need
Adopt-a-boulevard?
Pageantry lighting
More walking paths in pandemic to address the physical distance issue
better accessibility details (detectable surfaces etc.)
Public art on bus shelters
Places to rest & sit
pathway connectivity/special treatments to parks and open spaces
curb cuts into rain gardens
Community Gardens in Curb Bulbs - Vancouver's Green Streets Program -->
Making streets kid-friendly
wider sidewalks in established neighborhoods
Shared Streets like Bear Street in Banff -->
Low impact development
Street Hockey
Safe crossing locations for pedestrians
just curious about how this great map might be used in the policy doc itself, I think it is a helpful way to "ground" policy aspects for the public in particular
green roofs on bus shelters and other public outbuildings
snow clearing
bike connectivity to regional pathways
examples of natural building like cob, hempcrete and more
given their growth through the pandemic, I think it would be good to include patios
permeable road surfaces
what about the way commercial activity spreads out onto sidewalks? illustrating the way inside activities also interact with streets through the public realm in front of them
Neighborhood pantries
Lending library

seasonal (snow) temporary curb bump outs?
Climate resilient plantings
more public water fountains
mixed-use space
accessible ramps
more publicly accessible washrooms
Street furnishings that reflect character of community (doesn't have to be custom)
good lighting
consider accessibility when doing placemaking (make sure it doesn't make things worse)
winter activations - curling in curbside lanes
Lighting
Shared bus & cycle lanes (european model)
Shared spaces for pedestrians, cyclists, and motorists
TACTICAL urbanism
community sponsored maintenance - "friends of the boulevard"
Investing in infrastructure for healthy tree canopy
More O+M dollars for boulevard planting
urban veg gardens that provide food to the community .
commercial spaces - patios or other popups
Gateways
more ecological features
vibrancy! more colour and art!

External Sessions

More art!
Urban orchards
Shared Streets :)
Winter design
Art/play - but interactive with your car/lights
More Lighting
Audio tour of your neighbourhood
Outdoor learning spaces, performance spaces
Land Acknowledgements
Recycling and composting bins
resist one-way streets (or anything for cars to zoom through)
Transit stops



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climate change adaptation (bioswales, etc.)
Less on street parking
Cul-de-sacs, one-way traffic out at an intersection
natural building
more experiments in the public realm
Raised crosswalks/ continuous sidewalks
Lighting
Funding!
Enhanced walking routes, such as incorporating reading as you walk!
wayfinding is important
more funding
Parklets where appropriate
seating
benches and places to rest
more public washrooms
Winter routes
wayfinding - accessibility
Sight lines and parking
urban braille
speed humps needed, even on roads Calgary Fire likes to use
Raised community gardens
More little libraries!
Expedited City
processes
Community trash cans/recycling bins/compost bins
More flowers
and pots
like the street labs efforts!
more shade structures
Narrower lanes - is there any work on this?
Painted crosswalks that aren't just temporary
Fire pits /warming huts

Question 2

Thoughts on Tookits? Anything missing?

Internal Session #1

is there a way to focus on multiple modes of transportation on our streets
--

Street trees have significant value for pedestrian safety and comfort beyond placemaking. Also many studies on the correlation of large mature trees with increased property value. Significant water absorption. Evapotranspiration. We need to protect space for trees in neighbourhoods
Why are we not removing cars from streets?
Lane reduction
reducing street widths and give spaces back to pedestrians and cyclists
City staff working with residents on the options/opportunities on their neighbourhood streets.
How can we allow streets to be closed temporarily for community events /play time? i.e. set time/date per week for street hockey/scootering?
Costs and timeframe estimates (eg \$\$ and 8-12 mon)
tools for integrating "fun" into street design - like Streets for Kids (NACTO)
Can we breakdown the safety section? What about lighting? or wider sidewalk?
Art grants and coordination as placemaking
End of trip facilities ex. bike rack standards/placements
Engagement
reducing street widths and give spaces back to pedestrians and cyclists
Partnerships for maintenance like planting and snow clearing
how to have continuous sidewalks
Material/ surface / treatment library
close or rehabilitate old curb cuts
Design + Ops conversations
Under education - Is there a place to encourage a shared accountability with citizens, where we promote neighbors to advocate for safe streets between each other.
Prioritization of modes. When there are conflicts, how do we decide?
make winter street life safe and fun
How to overcome issues surrounding maintenance and snow clearance if we want to create street art
street parking is for the public and not just local residents
Multi-modal connections
agree! we need to maintain these streets so they keep being great and we need funding for that maintenance = funding
How do we maintain them, what tools do we need.
Traffic Calming has a negative focus (reducing vehicel harms) what if the focus of this toolkit is making the street safer and more attractive for active/all users --more like the Activation tab. Just calming traffic doesn't necessarily make it better for pedestirans, cyclists, residents
How do we accomodate transit and bikes?
education for the public about on-street parking?
Weather/climate - time of year. Seasonal changes and activities
Coordination of roadwat upgrades with drainage upgrades
safer & short crossing distances
Making transit safe and accessible



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Traffic Calming needs clear guidance and examples of how potential negatives can be avoided (e.g., due to reduced slopes) and how opportunities can be provided (e.g., soil cells)
winter city strategies: warm colours, warm lighting
Missing links need to be identified and prioritized to fill in gaps.
Wayfinding may be required if not intuitive. Sometimes you have to live there to know the way
Permission space defined - What can we do, legally, which will influence what we can do quickly/easily.
Greening tools: increasing permeable surfaces
Is "greening" a missing tool?
Education on the rules of the road (who has the right of way)
Curb space management (in some communities)
Climate change tools: adaptation or mitigation
Green Infrastructure
better / bigger / more urban canopy
transit, bikes and other modes can be their own toolkits

Internal Session #2

We have so many laned parcels (for vehicle access)... maybe we make the roads for people and play.
RRFB or signal warrants
SNIC for infrastructure
missing links
lifecycle/ replacement timeframes
Boulevards, not just trees, shrubs as well
Law: constraint and toolkit
Design/Standard Exceptions
Pathways to tools outside our control: championing innovation
Pilot projects based on successful and relevant precedents
Partnerships with community organizations



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External Sessions

climate change adaptation
Deficiencies
Changing flowers to mark the seasons
Noise Attenuation
Reassess intersections with "beg buttons"
LID and stormwater as an asset not just liability
Parking: bikes, escooters, benches
Planters and things that change the feel of streets
Incorporating Local indigenous knowledge / names
Access
last mile considerations from city infrastructure projects (green line, BRT) needed
cohesive viewshed needed vs "DP by DP" approach at a high level, dont see each as an opportunity to just pile on conditions that might not help in big context to show "something is done"
As well as micro-grants - other funders outside the City
Funding and simple processes are critical, we already have many good ieass
make sure education toolkits can be used by Engage in Planning and Development
corridor studies should be a high priority (20th ave NW anyone?)
Heritage recognition
Local signage toolkit
add speed humps and tables to traffic calming toolkit
SECURE bid lock
Snow Removal
last mile toolkit

Question 3

What toolkits did we miss? In an ideal world, what would these tool kits look like? Please discuss what else you would like to see in the Toolkits.

Internal Session #1

how to enable mainstreets and other pedestrian walkways to have different surface materials besides just the standard concrete/asphalt
education for the public about on-street parking?
Bit more details on what's possible (or not) within
Traffic calming - impact to Transit.
agree with this point
street parking is for the public and not just local residents
graphics
City v community - what if community wants one thing, but not appetizing/Safe to City



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Can we breakdown the safety section? What about lighting? or wider sidewalk?
how can residents be more involved in caring for the street
How to overcome issues surrounding maintenance and snow clearance if we want to create street art
clear content
how do these toolkits affect transit
Put accessibility as a guiding pillar followed closely by sustainability
Traffic calming - relationship with drainage

Internal Session #2

we need to ensure that when we are putting in traffic calming we are not creating issues around this. This is a picture of a sidewalk that people are driving on to get around the traffic calming
Placemaking - Incorporate transit facilities into placemaking, as part of the community
identify criteria for prioritization. For example, near Parks and Open Spaces, along a Main Street Corridor, near a school, etc. Or data-based decisions.
Connect with Advisory Committee on Accessibility
what are city, community actions
Placemaking and Activation - Allowing a variety of activities by default, instead only inviting coordinated community initiatives.
Corridor studies - Make strategic, equitable trade-offs at a high level instead of compromises that water down positive impacts at implementation.
link to parks policy
Need process when community receives grants and are "beautifying" City assets.
how corridor invites pedestrians or doesn't

External Sessions

resources: citizen handbook
art on fences
Traffic calming - I like the idea of breaking out speed vs shortcutting
All could mention better accessibility
Education toolkit can be used by Engage and Developers ? f For their engagement sessions.
For the activation and micro-grants, will there be a link of past projects and grants that community members can access?
Guidelines on signage (language, etc)
what's allowed, doable
what streets / volumes are appropriate



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Online Engagement

Question 1

Thinking about your street, what do you LIKE about it? Select the ones that you like and rank them in order of most important to least important. You do not need to rank all of these ideas.

Other:

students get to school on their own power - or at least have that option
There is a stream of traffic that shortcuts on my street
I like the space i have I do not want 2 storey houses or 4plexes next door to me
Ease and speed of access from major routes is quick.
It has easy access to places around the city by car. There is on street parking. There aren't ugly concrete or plastic cycle lane designators.
The above form does not include any of the items I would prioritize, which I suspect is carefully intended. Bike and walking access don't matter to most of us during our 6-8 winter months or if we are not able to walk or bike. This is ableism on the part of the City and it is disparaging to an aging population (who pay the most taxes, by the way) to see this city trying so hard to turn itself into a beatnik paradise of art labs, bike lanes and community gardens. Go back to TO if you want that.
NONE OF THE ABOVE. Streets should be for driving and nothing else!
I have ranked what I would like in my community. Woodbine has none of the above!
Having home downspout connected to weeping tiles and ground water drains. Overland drainage makes many walkways dangerously icy.
In the community of citadel, there is very little I can check/rank.
Easy access by car to major roads to access all city amenities. Easy parking. Cleanliness.
Poor lighting.speeding traffic
There is a lot of distance between me and my neighbours
reasonable free flowing traffic and pedestrian ways without lots of traffic lights.
Public events and happenings nearby Street art, public art
Community garden
I love my location but do not feel safe as people ride e-scooters and e-bikes too fast in the Park (Prince's Island Park by Peace Bridge.). People race e-scooters all hours of the night into early mornings.
You forgot about the back alley what is also street from another side. No reason to improve the face only .
I'm close to recreational facilities - outdoor pool, community hall, schools, parks. There are back alleys. I love walking down the alleys more than the sidewalks - people have little gardens, etc. outside of their fences.
The great community spirit of neighbours helping other neighbours when there is a need.
Most of these don't apply in my neighbourhood
Not too close to shops & resturants that encourage/promote a family at home lifestyle vs. Spending all \$\$ on places around me. More nature around me.
Quick driving access to major roadways. Being able to access communities quickly by car

Heritage homes is number one
Lots of small apartment blocks and multi family housing.
I don't actually have many of these things in my neighbourhood. I live in a suburb built in the 90s.
I like that there is some free public street parking.
There are places to sit and chat.
There are many 3 or 4 ways stops.
I like that I live in a single level house and have a big yard. I like not living near [NAME REMOVED]
Unfortunately the noise in my Oakridge community has skyrocketed with the Southland extension so close to us. Something needs to be done to reduce the speeds some people are travelling at. In addition, we are having to work closely with our local police to do something about the numbers of petty crime, drug use and sales, and yard entries by people unknown.
Beside a park
Roads are terrible for seniors, most neighbours do not shovel their walls and there are no places for them to go because they cannot walk not is there anything at the local parks for them.
Cannot rank the majority as they do not apply, or are very bad or my street.
it takes one car driving over (or even at limit) 1 m away from me to make the street not feel safe
Single Family homes (rather than multi family) with spacious back yards.
It has a nice boulevard separating the sidewalk from the street.
Paved back lanes
Another thing that is important on streets is having a few big open spaces.
Engagement areas
I like my friends
I always see kids and teenagers walking around.
Low density, high property value and close to just about anywhere.
13th St really needs to b 30Km an hour, not 40 given that we have parked cars on both sides and really bad sight lines for anyone emerging (child, dog, etc) from between parked cars. At least people have to slow down to pass each other on 13th st and that helps but I really wish 30km an hour was the speed limit. I really want to slow down Gladstone Street adjacent to my house - traffic is way too fast there. We need street calming ideas there please.
Glenbrook has many parks, green space, schools, community centres and it is wonderful. It also is mainly single family dwellings or duplexes. This makes the area less congested and really nice to live in. The townhouse units are found in sections that almost have their own community. I really like that that the majority of lots have been restricted to allow only 2 houses on 1 title. I do not want triplexes and quads or greater added into the area. Those congest the area & make it less desirable.
I like that there are bike pathways close by. It would be better if the pathways were more connected.
I love all of these aspects of my community (just being clear - all are important).
I can easily park. Parking is vital. Must be able to easily park in front of my own home. I will not go anywhere I can't easily park.
A community has to be somewhere you want to live not have to live.
I love having a cycle track on my street.
My street does not have the rest of these things.
Prefer open, quiet road, clear of distractions (not filled with people, visual/art distractions on road, games, bees, etc. like depicted on infographics that look like circus) prefer those activities kept at safer locations (parks). Seems some sort of vision of 'vibrancy'/activity all over roadways in interest of 'activating' space - not best idea for safe roadway with people/cars/bikes/scooters all trying to move. Less speed bumps, more enforcement of aggressive distracted drivers needed.



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Wide sidewalks Mom and Pop shops coffee shops minimum cars and parking more pedestrians friendly bike lanes streets are not priority unless manager through ways out of the neighborhood
Respectfully, please spend these tax dollars on sufficiently funding the Calgary Police Service, so that they have the resources to keep our streets/neighbourhoods safe, through patrol and proactive enforcement. Too many dangerous/aggressive motorists on our streets today, endangering our children. Art, murals, bike lanes, etc. is not what we should be spending dollars on, nor focusing our efforts. Let's address the root problem – lack of resources for law enforcement. Thank you.
How about an option to make the DRIVE more unobstructed?? These are roads for VEHICLES!! Sidewalks and crosswalks are sufficient as they are! LEAVE US ALONE!!!
My street sucks. It's a wide semi-collector road shortcut with houses on one side and a green space on the other and 40 km/h speed limit. Cars turn into my street race down two blocks and turn off the street. Multiple buses with extraordinarily noisy gearboxes roar by constantly. Noise from Deerfoot trail, which is ~1 km away, is deafening. Motorcycles and noisy trucks are a constant nuisance.
1. Close to multilane highways so I can drive. 2. Far away from downtown.
Traffic safety from a pedestrian and cyclist major concern. No policing and enforcement of infractions.
Crescent Road open, not closed by a bunch of elitist NIMBYs and [REDACTED] bureaucrats catering to them.
Lots of areas to walk recreationally (ie. Dog walk)
The streets are wide with good visibility. There is plenty of room for on street parking, bikes and traffic.
Encouraging people to be on the street level (not in cars) achieves most of these objectives
It is not all parked up by people using the neighborhood as a parking lot.
This is absolutely asinine to think this policy has a place in a city where most people commute to and from work by vehicle. I live in springbank and am one of the lucky ones to has these ridiculous bike lanes added to our main accesss road which is adjacent to an already existing bike/pedestrian pathway. Why are my tax dolars going ti fund such ridiculousness. Not one option in your "questionair" to opt for more free flow traffic options only buzz work "equity" policys.
I live in University Heights on Ulrich Road. We are an island community surrounded by institution. People cut down our street, showing daily. I like my neighbors but fear for our safety.
I would prefer that we do not make all single family dwelling neighbourhoods into new zoning allowing secondary suites or major rental units. People move to these neighborhoods for a reason.
Still some parts of the street that are not full of parked cars.
Design for human and environmental concerns and conditions. Calgary was poorly designed with vehicles as the driving force
The fifty year old people feel safe making pedestrians walk on the streets so they can go as fast as they want. Bikes are motor vehicles please keep them off the sidewalk. Especially when you have taken lanes of traffic away so traffic is slower and most likely more dangerous than it was before you destroyed Bowness Rd. It's a disaster waiting for a bike to.
Proximity to downtown, 17th Avenue SW & 4th Street SW
We need sidewalks where you don't have to don't have to continually cross from one side to the other
I like that there is available street parking, so friends and family can visit without worrying about where to park.
Safer pedestrian crossings is highest priority.
Off leash dog park
I am not close to transit. I would travel a great deal more in the city if I was.
Get rid of those stupid speedbumps and islands in the middle of the road
I'd love to be able to click everything above on snowy days too!
I wish my street had really any of these.



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Unfortunately, none of the above are true of the street I live on. I know some of my neighbors but it has been a long slow effort of us initiating for 3 years.
Almost nothing really applies. Most new communities were built for profit not for people.
Housing mix - from townhouses and duplexes to starter homes and 4-bed, front garage homes, all in the same little area. Also: Putting parks & shops I could walk to in the same box is not going to give you good data. Many of the donut and newer communities have pocket parks, but you have to drive to get basics like milk or bread. Bad planning to not have local-sized retail that's walkable.

Question 2

What do you WISH for your street (or someone else's in Calgary)? Select the ones that you like and rank them in order of most important to least important. You do not need to rank all of these ideas. Do you have another idea not listed here?

Cars and construction vehicles NOT speeding up and down my street.
students have ability to walk or bike to school - they don't now because of pathway fragments
I see people leave a great neighborhood because they can no longer afford to live here. Stop Spending money you don't have. You can gold plate the street, namely have everything perfect, what good is it if therefore the taxes are through the roof!
Pathway to walk from DT to my home, in the winter, other than going through Quarry Trail, or lights to make the trails surrounding Quarry trail safer. Flowers on pots or hanging from lamp posts. Though i am not thinking of what would require to have this done: who would pay for this, is it money well spent or there are other areas that would need to be prioritized.
Crossing Richmond Road. More flashing lights are needed. There are a number of streets that have crosswalks that are ignored
Removal of curb bulbs that make snow removal difficult.
I wish for less government interference. This is a non issue and a waste of money.
Offlate, thefts have increased between midnight and 6am, and while it is not ideal, police presence and patrolling is required. So, what we want is patrolling. There is only so much camera/security systems can do.
Keep speed at 50 K so people can move on main arteries. To have an artery that goes from 50 to 40 and back to 50 is lack of planning, foresight, or listening to specific interest groups. As 40 k has now been in place what quantitative results if any?
Why would I want my childing "playing on the street" -- seriously? This is not inner-city Chicago. Where do you think you live? We have LONG WINTERS here, we cannot bike or walk all year long and we are an aging population who need cars and vans to get around, not more packed transit or bike lanes crowding out traffic. The city has an idealized, ableism perspective of pedestrian and vehicle traffic that is not connected to the realities or needs of most citizens. Get off the granola and weed.
Community gardens are encouraged and/or started by the city.
I wish for fewer traffic restrictions, fewer bike lanes, and fewer "calming" features.
Vibrancy, art, walkability not hindered by these ridiculous winding roads, mixed use.
Plow all streets after a significant snow fall. Impossible to bike, walk or sometimes drive in many areas after a significant snow fall. If Winnipeg can do it so can Calgary.
Engaging community activations. Residential traffic calming.
I wish to have the "traffic calming" obstacles on Silver Springs Blvd. removed! They are a vehicle hazard on icy roads and will prevent proper snow clearing efforts.



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Efficient car travel unobstructed by calming measures
Police on foot
Fix the streets and sidewalks you [profanity]
I wish for nothing but for the City to [profanity] off and stop micro-managing EVERYTHING
Why would you even have playing on the streets! There need to be sufficient and close enough parks or open areas. Playing on the street is a tremendously dangerous idea. Make play areas walkable, or broaden sidewalks, but keep motorized transportation corridors and small children away from each other.
Faster travel. It's a road not a art piece
Separation of s sidewalk and road by a treed boulevard.
My son has a disability- our accessible side walks to the bus stop have no crosswalk lines or signs to prevent people from parking across them and blocking the accessible corners that are lowered. Accessible corners near city transit stops should have painted lines or cross walk signs to The help keep them clear.
Actual sidewalks on my street would be nice as only place to walk is on the road
There needs to be better traffic control at the corner of mahogany street and mahogany ave. People speed through there. Also need no parking signs by entrances to my condo Sandgate. It's hard to see past trucks and cars to see the oncoming traffic
Dog social spaces
Sidewalks are narrow. It's not possible to walk beside another person. Which is sad because when you go for a walk with someone you generally want to walk beside them, not have one person walk on the road or have the other person in front or behind. Dog poop on sidewalks and trash. Even a little bit of poop and the occasional litter is too much. Unfortunately it's fairly regular. Also the back-lanes tend to be rather rough: garbage left in the alleys and also cars parked seemingly everywhere.
Restrict parking for houses being used to house multiple individuals, if they have a 2 car garage and a driveway that can fit 2 more cars they should not get a parking or visitors permit
Sidewalks on BOTH sides of the street. Better placement and more speed limit signs, more cross walks, more multi purpose parks that have paths, basket ball, playgrounds, tables, etc
We have an incredible amount of displaced wildlife here in Cedarbrae where I have lived for 14 years now. When we first moved in there was a lot of skunks around, maybe the occasional lost deer or coyote, but that was about it. In the last year, almost every night and even sometimes during the day, we now have cougars,bobcats,packs of coyotes, families of deer, and apparently even a bear not long ago. (Skunk problem gone tho haha) Stoney trail took their homes away and they need to be rehomed!
I would love if our playgrounds were updated. They are so dated and not appropriate for young kids. Playgrounds can be such a good place to meet other families, especially during COVID, but no one makes much use of these old playgrounds.
The back alleys are not maintained and it would be preferable to have city sanitation pick up on the street unless the alleys are maintained better. It is too muddy and messy and travels out to the street. I wish the playground apparatus that was removed, was replaced. It was a gathering place that is missed now.. hard to meet new neighbours.
The traffic by Webber academy is really unsafe and at 2 kids have been hit by cars in 60 days. A 3rd school planned on the same street (93ave) is not acceptable.
Proper snow removal from side streets and city managed sidewalks
No e-scooters or e-bikes in the pedestrian promenade or near the Delta Gardens by the Peace Bridge. Use Geo-fencing.

yes. The dwelling/private section need more attention and service. No one law works without the executive power. All condos / the apartment building have a maintenance fee/month. The bylaw guys defense the city property only. The private section stays without a full attention. Nobody can complain about the neighbor fence because no way to do it. Same with garbage. Many residents cannot bring own junk to the community clean up because they drive a small car.
Easier access to major highways, more exits/entrance in and out of neighborhoods in a variety of areas, end need to circle whole neighborhood just to get out
our collector Sherwood Boulevard have better pedestrian crossings serving Blessed Marie Rose school instead of just the bike path
Traffic noise reduced. We are on a hill and the sound of cars revving up is enough to wake us and kids up nightly.
Speed bumps in playground zones. Huge bumps in shopping malls/grocery sTores. Why not on freeway like 5 ST SE
I wish cars didnt speed so much
I wish there was something like RC-3 where detached homes could have basement suites and a laneway / backyard suite. we need to increase density and keep character. more trees along the school park / play areas boulevards. wider sidewalks in general, and really wide sidewalks in areas near parks / gathering places with kiosks, seating areas, firepits, outdoor fitness stations, we need some neighbourhood gallery, library, coffee shop. closed alley / walkway next to house is wide, garden, art, etc
Traffic calming
Enforcement of the racing motorcycles and cars that occur weekly on Stoney Trail impacting Woodbine, Cedarbrae etc. So many trees and shrubs were removed in the creation of the ring road. We need more trees and bushes to help clean the air and be esthetically appealing.
Painted Yellow curbs to block off the no parking areas beside crosswalks by schools.
Lack of bike paths to encourage walking, cyclists don't care about pedestrians s or drivers & bike paths/roads make it more difficult to function in the city. Off leash dog park - there used to be one in my area that was eliminated due to road construction last year. Closest is a 20 min drive now.
Improved bike & pedestrian infrastructure so we can walk/bike SAFELY to nearby destinations
Quick driving access to major roadways. Being able to access communities quickly by car
Safer areas to cross the street. With the new Costco nearby, the safety of certain intersections (eg Woodbine Blvd abs Woodfield Rd) have got worse! We need a pedestrian light or 4-way stop.
Stop making your streets so car dependent! Especially newer construction on suburbs that are near proximity of Airdrie. Also, please make streetcars a thing again, stop prioritizing highways and become more serious on public transit and walkways! Also, make superblocks like the ones seen in Barcelona.
Don't have big trucks usually associated with construction trying to drive down my street No speed bumps as wrecked my car suspension
Properly sized sidewalks, separated bike lanes
That there are effective and efficient year-round cycling and walking paths connecting communities to each other. Right now to travel from Hidden Valley to The Hampton's requires a detour through Macewan and Edgemont even though our communities touch each other. The new Hidden Valley Drive / Shaganappi Tr. work does NOT include any pathway interconnection even though it is an easy implementation.
Traffic calming is crucial to this. More streets within communities need to be traffic calmed. We need to prioritize pedestrians and bicycles and not cars
There are places to sit and chat with people. There are bins for dog poop. There is good lighting.



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The city would clean the snow and put down gravel/beet juice what ever to stop the ice that builds up. DO YOUR JOB
Snow clearing
I don't want high density low income rentals in my area. I like my space and that's why I moved here.
Wider roads so that when cars are parked on both sides of the road, cars can still drive on the road.
Better accessibility. More thoughtful crosswalks and playground areas. Our Braeside school zone stops just before a terrible yield sign intersection that is dangerous to children especially in winter. Simply extending the zone a couple hundred more meters would make it safer if they cant justify another crosswalk so close to an existing one at the other end of the zone.
Less kentucky blue grass in medians. How about native shrubs and grasses? Please Smart street lights that are kotion sensors and coordinated with other nearby lights, which would improve safety and reduce light pollution.
No bike lanes or bus traps. Less money wasted on city funded art projects and seasonal flower planters.
Noise attenuation from a busy road.
Shared community energy generation.
Closer to dog parks would be nice.
Thé best thing the city could do, particularly for seniors is plot residential streets and not plow in insurmountable berms at intersection, it is virtually impossible to navigate on foot in the winter in most residential areasneighborhoods.
I wish yards were large enough for children to play in.
No traffic calming measures and street lights that work 100% of the time.
Sidewalks on both sides on the street.
it takes one car driving over (or even at limit) 1 m away from me to make the street not feel safe
Affordable homes, my neighbour hood is losing small bungalows that are being replaced with mansions.
Narrow with less room for cars.
The back lanes were paved
Another thing that would be nice to have in neighbour hoods is planters with plants.
Playing on the street is too dangerous.
MORE KIDS MY AGE!
I would say you need reserve some areas that are older I would also say that you have to add a nice big city park
No
No thanks..
No
We should get some bump outs on Gladstone street to deliberately narrow it and force drivers to slow down. Plus I would love to see max 30km an hour here. And let's put greenery in the bump outs too. Why don't we do some test bump outs near the west Gladstone park (13th st and Gladstone) and see how they slow down traffic at each side of the park. And we should also look at adding some natural barriers on the north side of this triangle park to provide more of a barrier with the street .
If I could tell adults what I think is right for my neighborhood streets, it would be a traffic cam lottery. If you don't speed once for an entire year, you get entered to win some of the money collected by speeding tickets. This would work because less people would speed and people who did speed would speed less and be sad because they lost a chance to win lots of money and people who don't speed would get rewarded.

Community led bee and bird friendly street planting (boulevards, roundabouts, parklets along Gladstone rd nw, etc)
Activation of the site - pop up activities, artwork, places to gather
That I can get a vehicle in and out of my neighbourhood which is becoming increasingly difficult at certain times with climbing density. The no. of vehicles parked and driving has increased pedestrian risk. There is a misconception that people living in communities like mine don't have vehicles right now. Our comm association disbanded its planning committee due to dysfunctional process at the city and inability to have concerns heard regarding density.
Sidewalk snow clearing in the winter!! Other cities do it, why not us?
Side streets should be cleared better in winter
Regarding "I feel safe", too much speeding/car accidents
Two parents can walk side-by-side with strollers (ie. walking paths are wider than current standard). Would settle for only having sidewalks on one side of the street if that meant getting a larger sidewalk.
I'd love to see more intensification in aging 50s suburbs.
I wish for fewer people (less density) and less bike lanes. More parking available on street.
Make it easier to drive, not harder. Don't slow traffic, keep it moving.
pedestrian only areas where shopping, entertainment and interconnection to similar areas are possible
The purpose of the street is not to move vehicles only and instead focused on citizens.
How about this novel idea- Cars
Streets should be interesting as in lots of variety in architectural styles, history, green spaces in between homes, places to gather. Avoid streetscapes with too much of the same.
Alleyways aren't filled with old toilets, furniture and vehicles.
Cannabis stores aren't permitted on the walking route to the designated elementary school and metres from the bus stop serving students of the junior high school.
Density increases in older communities are required to be assessed for adequate parking and infrastructure to serve more humans.
I would like to feel safe crossing the street knowing that traffic will stop for me.
Copperstone Blvd. SE @ Copperfield School: Playground zone should extend from the tot lot on Copperfield Blvd to end of the community centre. There are 2 playground zones on Copperstone Blvd. Drivers gun their vehicles for 6 houses, entering the second playground zone at high speed. Speed limit S/B reduced to 40k. A fence needs to go up in the median b/c kids are darting across in heavy traffic. Also, extend centre median to end of Blvd in front of school, by mailboxes. Make alley exit 1-way.
1. Residential sidewalks/roads plowed
Great ideas
Better street lights for pedestrians, traffic calming measures, people taking better care of sidewalks
Parking is always an issue. When a single family home becomes a rooming house with 5+ families living there, parking becomes an issue and a hazard for all
The housing is mostly single-family
There are schools nearby
Stop cut through traffic
Respectfully, please spend these tax dollars on sufficiently funding the Calgary Police Service, so that they have the resources to keep our streets/neighbourhoods safe, through patrol and proactive enforcement. Too many dangerous/aggressive motorists on our streets today, endangering our children. Art, murals, bike lanes, etc. is not what we should be spending dollars on, nor focusing our efforts. Let's address the root problem – lack of resources for law enforcement. Thank you.



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Drivers that follow the speed limit
More small, local businesses like convenience stores. We used to have one on 20th Ave and 18th (The Daily King) residents would very much like one back
How about an option to make the DRIVE more unobstructed?? These are roads for VEHICLES!! Sidewalks and crosswalks are sufficient as they are! LEAVE US ALONE!!!
I'd like to see people in mobility devices (including young people) being able to get around on their own -- continuous sidewalks, curb ramps, well maintained surfaces, etc.
Narrower streets, better lighting
Street noise reduction and traffic calming are greatly needed to improve my street.
City to intervein with Alberta Transportation to reduce the traffic on 85st SW, Fortress Drive and Springbank Blvd SW caused by the closure of Lower Springbank Road and 101 ST SW.
MOre regulation of parking, much less street parking available, lengthen no parking zones at curbs for more visibility for pedestrians trying to cross (and enforce this!). We give up far, far too much of our public space to free vehicle storage.
Old neighborhoods have back alleys and most of the time it is dark and black especially in the winter. Our back alleys are frequented by vagrants, homeless people afraid of being found and oftentimes criminal activities. My organization Neighborhood Watch WPRT would like to see the city put up motion detection solar lights in our back alleys not only to brighten up making it safe for resident pedestrians but also to deter suspicious and criminal activity.
Make the street wider.
Community Garden Multi-use Community Centre Police-beat presence Lighting in the alley ways Paved alley ways Flood mitigation (we experience annual flooding from downpours every year).
Traffic calming to slow down speeding
Connections to other communities through walkways.
Keep walking and bike paths separate
The 40km per hour on my road needs signed properly. It is at one end of the road but not the other. Everyone is still speeding above 50.
Great snow clearing by the city so people with disabilities can cross the street in winter - windrows on corners are horrific barriers for wheelchairs, crutches, walkers and strollers.
Sidewalks are a mess in my area, especially in winter. The city should clean sidewalks or enforce maintenance without someone having to report the infraction.
Access to and from our house and parking in front of our house for visitors and services on Crescent Road.
Wide boulevards
Better/more lighting on the street, and more police patrol. Vandalism from cars and thefts from people's yard is increasing.
Cars not racing to the dog park at the end of our block, better lighting at night and well-maintained sidewalks that aren't giant tripping hazards. We live at the top of a super steep hill and it's treacherous to walk down in the winter.
I wish all garbage pick up was in the back lane and not on the front street. There is no valid reason for my side of the street to have back lane pick up and the other side has front pickup. Also I would like the city to enforce recycle/garbage bins to be stored up against the fence and not left out obstructing traffic, blowing over in the wind and looking cluttered 7 days a week.
I wish for my street that people would leave it alone. Stop trying to make it into YOUR vision if you DON'T live here. It's fine just the way it is.



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Don't really have anything at the moment.
More privacy/ less noise from busy roads, less visibility of commercial area, plowing in the winter for better walkability, more plants on boulevard between my street and the parallel busy street.
Design bicycle-specific pathways that favour cycling over car traffic. Learn for what works in other large cities. Great source is the YouTube series "Not Just Bikes". See https://youtu.be/ORzNZUeUHAM .
Also - design cycle paths that easily melt in winter weather. The Netherlands is testing heated cycle lanes. Why not Calgary too? See: https://www.dw.com/en/the-netherlands-tests-heated-cycle-lanes/a-18971259 . Calgary doesn't have to be the last city to adopt innovations.
Streets are designed to slow traffic. There is bicycle infrastructure (especially protected lanes). Pedestrian safety and usability is prioritized over traffic.
I would love more bike lanes, specifically on Northmount Drive, allowing us to bike to the library and shopping centres.
I would like to see the thief that did over \$30000 yes thirty thousand worth of damage to my vehicle in my driveway properly charged and not slapped on the wrist. These catch and release policies have more of a direct impact in the quality of our neighbourhoods than planting a few trees or adding another bike path.
I wish that the City of Calgary would respect current zoning bylaws. I wish that ALL concerns/inputs from citizens were considered and respected. I wish that City of Calgary respected contracts within communities, namely caveats/restrictive covenants. I wish the City Planning department would be required to show success targets for their plans to create buy-in from taxpayers that their ideas actually work.
More bike lanes
Bike lanes
Controlling noisy vehicles would be nice. Having loud muffles/engines for cars/trucks should be banned.
Parking is planned and not always in the street. Carnies streets are hard to navigate for cars and pedestrians. So to have little parking lot in neighborhoods with lots of tow housing especially would be nice.
Our houseless neighbors have access to resources and shelter and eventually homes. Accessibility for disabled folks accessing the neighborhood.
How about having traffic circles follow the international rules instead of making up ones. McKenzie Towne circle is a gong show.
Stop wasting money on these measures that doesn't increase safety instead make bicycle riders get a license and teach them the rules of the road
The streets, side streets, and pathways that go between homes have adequate lighting. Some pathways are pitch black, pretty scary. Speed bumps would be such a relief in my neighborhood...we have lots of foot traffic including young kids but also lots of speeders and people not stopping at stop signs (eg. Corner of Shawinigan Dr SW and Shannon Ave)
Our street is dangerous. It's a cut through. Ulrich Road in University Heights. I won't let my kids play in the front yard for fear of then getting hit by cars speeding down our street
I am tired of my tax dollars going to roadway bike lanes in a city that has winter streets for 8 months of the year. The city already had a very significant set of bike paths. This is not Amsterdam. There are far better uses for out tax dollars than bike lanes that only serve a very small portion of the population. The upkeep, particularly in winter is also adding to out tax bill.
Actual design for Safety from physical harm!
Bankview community which is mostly made up of rental apartments, have vehicles lined up on every road, while rental property parking lots sit empty. Rental property owners should not be allowed to charge extra for parking, compromising residential streets while rental building owners maximie profit. Something needs to be done about this, and we will free up the road space to make them better and safer for walking and biking.



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Leave well enough alone. The city appears to be looking for problems where none exist so they can follow pre-determined plans. Plant more trees and call it a day - nothing more. As a side issue the City owned parking lot (between 4th Street SW & 2nd Street SW) accessed from 15th Avenue SW should be free on all weekends. As it is currently, on street parking on 15th Avenue SW is free on Sundays but the parking lot (8 feet away) is paid parking on Sundays ... this makes no sense at all.
<p>Improve Ctrain station design</p> <p>Combine them with services -groceries, medical, registries.</p> <ul style="list-style-type: none"> - Not isolated by roads/parking lots from any services. <p>This provides controlled access, shelter in winter, and shopping during the commute. reducing need for a dedicated car shopping trip after work.</p> <p>Driveway/sidewalk integration</p> <ul style="list-style-type: none"> - STOP sloping the entire sidewalk for the driveway, add a small slope at the curb. <p>slope spanning the entire sidewalk is dangerous in winter for pedestrians</p>
Parking is missing from your list. I would like my friends and family to be able to come and visit me and be able to park near my house without paying, without worrying about where they should park.
<p>Accessibility, for seniors and those using mobility aids. These are mentioned below, but not included as options above.</p> <p>Community veggie and flower gardens, volunteer maintained.</p>
It's quiet!
better lighting for the green spaces that I like to walk to. The draw of my community is the green space, but after 4:30 in the winter, it does not feel safe to walk/bike/ski through the park.
Make all pedestrian crossings narrower with islands. If you aren't supposed to park 5m of a pedestrian crossing... build a curb/island 5m wide so people can't park there... ever.
Off leash dog park
I feel that street lighting system needs to be improved. I have 2-3 very bright street lamps shining in my face every night but the playgrounds are not lit at all.
More mixed density neighborhoods, and less suburban sprawl please. More townhouses, fourplexes, and apartments with shops, daycares, clinics, and dentists on the main floor. Calgary feels less like a city and more like a grouping of outposts; without a car there is often no easy or timely way to get from one area to another and it leaves me feeling disconnected from areas outside of my immediate neighborhood.
Get rid of those stupid speedbumps and islands (from the bad picture below it looks like you call them curb bulb - stupid name) in the middle of the road
<p>Reliable transit - not just transit</p> <p>Ability to get out during snowy weeks</p>
Street playground and small cozy public space that I could spend running into my neighbors randomly
<p>Note: I assume "not too busy" means less cars in the road. If that happened on our street many of the other things could follow. It's difficult to rank the above because I see them as very interconnected. I would love for our streets to be a safe place for my kids to be...to walk, ride bikes and play without the fear that they will be hit by a car.</p> <p>Other ideas: green spaces where we could meet with and interact with our neighbors.</p>
Street art
<p>I do wish I didn't have to drive 10 mins to closest train station.</p> <p>Wish streets were wider, everyone parks on street which is inconvenient to have to allow drivers to take turns driving in neighborhood</p>
Proper snow removal. Calgary's lack of proper services is something we should be ashamed of. I cant leave my home sometimes after a fresh snowfall because the road isn't cleared.
Playing ON the street makes it more unsafe not desirable. Green spaces adjacent yes.
Reduced traffic noise off of Stoney to McKenzie Towne neighborhoods

1. Streets that aren't so wide they are scary to even try and cross.
2. Safe places to cross where cars can see you (aren't distracted by traffic lights or it's not on a hill) and actually stop.
3. Local scale retail.
4. Local art: paint the pavement style crosswalks and school zones.
5. Wayfinding allowed in ALL spaces.
6. Washrooms...
Places to sit, or gather, planters, bioswales , mid-block crossings for blocks that are off alignment
There is a place to sit and rest or hangout. There is enough of garbage bins, streets are well lit, major street is nearby and has a help button.

Question 3

*The City implemented solutions through a number of pilot projects throughout City. The infographic below represents a collection of all of the elements that were implemented across the various pilot projects. Looking at the infographic below and the descriptions of the elements, are there any solutions missing on your dream street?
(Please refer to Figure 1 on p. 1)*

No, I would take away the calming curbs and curb bulbs, they are annoying
Bike routes must be separated, and make sense, especially for kids going to school. too much focus is on downtown commuters, instead of localized uses, from feeder community to designated schools - work with school boards is missing on this.
Roads are for cars, sidewalks for pedestrians. It is your job to make streets safe but not to make them slow & clogged! Your long term planning does not include the maintenance aspect of how difficult you are making it to clear snow and cut grass, see the ridiculous, overbuilt double row, cable separation between east and westbound lanes on John Laurie Blvd. I've driven this road for 40 years and never seen an accident due to no cables, now its dangerous more than ever. At least for a motorist.
Stop excluding unvaccinated from restaurants and recreation!
the bike lanes are a waste of time and money, as are the traffic diverters. Speed humps are ok but should not be so drastic as to require a full stop to clear without damage to your vehicle
Great ideas, why are maze gates on walkways in established communities not accessible to strollers and wheelchairs? Seems like such an easy first step
permanent traffic calming
Lighting
I like the idea of bike lanes, especially in residential streets. I do not however support the idea that bike lanes are of value if they reduce car lanes or parking. Calgary is far too large a city to reduce vehicle traffic lanes thinking people will take their bike or transit. Remember that 6 months of the year our bikes are no usable. I find it sadly funny that the city continues to design streets that are straight without stops or forced reasons to slow vehicle traffic.
Too idealistic. Too much stuff in a neighborhood. Too crowded. Traffic diverters shud be removed. Then traffic would no have to back up for miles taking so much time out od peoples lives. We will always have cars in some fashion
Business breaks for small business (like coffee shops, ice cream vendors, book stores, mom & pop convenience) that encourage people to walk/bike and spend money within their communities.
Disallow large Trucks access to Richmond Road. They speed and do not stop for pedestrians who want to cross



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Curbs and street humps should not be installed anywhere. They are dangerous and parents need to take responsibility for teaching their kids traffic safety instead of blaming it on drivers.
Vehicles need to be able to move through our communities as well, efficiently and safely. Pedestrian lights achieve this goal as well as increased safety more easily than other traffic calming measures in my opinion.
More pieces of concrete sticking out into the roadway; preferably 6-12" high so they can be buried by snowploughs and run into by unsuspecting cars.
Street Lab, Traffic Calming and Speed Bumps do the same thing....let's just decide on speed bumps. Eliminate truck routes next to otherwise quiet neighbourhoods. Clear the streets of snow in a timely manner.
No solutions missing. What we are missing are problems. What I see in your graphic is typical government solutions to a non-existent problem. Congratulations on this make work project.
Speeds humps in communities would help. The 40kmph limit that came in is rarely followed by vehicles on community streets and we need everything that can be done to enforce that. There is a school zone here in Seton where we see occasionally that vehicles speed through it instead of following it. The 40kmph limit like I mentioned is rarely followed.
I see a lot of waste and trendy, bohemian fads that will be dilapidated cautionary tales in just a few years (like you did to the street calming of years ago). Can you snowplow over a wheelchair ramp? Curb bulbs are dangerous for cyclists. So are children playing in the streets, and as if they will. NO MORE TAX DOLLARS ON STREET ART! How many city councils have to learn this lesson? You will only let us make "community decisions" if they align with your elitist ideology. Stop hating cars!
Leave streets as streets! Stop trying to social engineer them.
Better, faster vehicle flow. Less bike lanes and traffic barriers.
Close by amenities such as grocery stores, gyms, other essential stores that could be accessed by foot or bike. Nearby schools for children to walk to
Mixed use so that I can go to small stores, markets and don't have to drive to these terrible strip shopping centres. Create a 'village' like atmosphere. Every community here looks and feels the same - boring and monotonous. Get rid of these barriers that only allow for limited access points to communities.
I think the traffic calming curbs are dangerous and unnecessary. Someone seems to think that we don't get snow for 5 months of the year
Narrower motorist lanes, willing to sacrifice public storage of personal property on roads (aka free parking).
The described photo is an unrealistic Utopia
Ban on-street parking on one side of narrow streets to improve traffic flow and sight lines.
This is an ideal community, but a body of water would be a nice addition.
Dog friendly access to local shops (e.g. the ability to walk to the corner store with a dog, have access to an safe area to temporarily leave the pet to purchase something in the shop.
There's too much here. You're trying to be clever. Just stop. Yes, some beautification is nice, but interruption of traffic and commerce for a block party is asinine. Parties can be hosted in public parks and common area like the community halls that are scattered throughout.
I don't see anything that allows for fluid transportation of people and commerce. The roads are NOT for playing on.
Efficient vehicle travel
Fix the streets and sidewalks you [REDACTED]!
the dream street is where traffic flows quickly and smoothly.
Temporary traffic calming and concrete barriers blocking bicycle lanes creates maintenance problems for clearing. The barriers put up are hideous, and make the streets more congested with oversize barriers. Painted lanes and smaller posts will do the job just as well, without the massive visual impact.
We need more trees. Just last week an old house got torn down and along with it two beautiful old trees to make way for a modern infill. Heartbreaking.
My dream street would have no traffic calming measures.
Better transit
Focus on making the roads efficient and quick, nothing else matters



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Traffic calming. Do not prioritized vehicle traffic flow. Remove dangerous designs like slip lanes and add safety features like concrete bollards. Also frequent transit service (all day every 10 mins) on many routes can (look at Toronto's bus network as an example).
Sidewalks and curb cuts so wheelchairs can get around. No trees in the middle of sidewalks
Street art on crosswalks.
My son has a disability- our accessible side walks to the bus stop have no crosswalk lines or signs to prevent people from parking across them and blocking the accessible corners that are lowered. Accessible corners near city transit stops should have painted lines or cross walk signs to The help keep them clear.
The calming curb not sure what it does other than have vehicles swerve into the other lane
Lovely for neighborhood streets
The main roads need to be traveled on.... not blocked, calmed, or obstructed!
Library, Daycare, Police detachment.
Is there any consideration for more trees and greenery that would be year round and not involve high maintenance. I am aware my Community Association works on keeping trees on the main roadway boulevard, but they seem to be replacing them every 2 - 3 years, so one does not get the canopy coverage.
How about replacing burnt out street lights, picking up litter, maintaining weeds and keeping grass cut on blvds? When the city stops caring then neighbours do too.
we have none of these, I'm ok with it.
Side walks on all residential roads, better speed limit signs (bigger, more and better placement),
I would like to see resource offices in every community, and low income housing spread out through the city instead of clumped together.
A dedicated and separate cycling network to connect communities (also intended for electronic scooter use). Mixed use commercial/residential zoned properties throughout communities and along streets. Promotes native biodiversity by planting native species.
Having walkable amenities is also so important. Our biggest regret in choosing our current neighbourhood is that we don't have a coffee shop or pub to walk to. I really miss walking places to run errands. Everyone has to drive everywhere here and people only walk if they're walking their dog.
Missing designated cycle lanes on busy streets. We use 53 st NW to reach the bow River pathways and need to travel down from Edgemont Blvd to Varsity to reach the cycle lane. Also add crosswalk lights on roads where drivers don't stop because the road has a grassed median...for example Edgemoor Dr NW for children walking from Edgemont Elementary school.
Offleash dog park
School density needs to be addressed. It is fine in the picture but there is way too many in certain areas and there must be rules on spacing out schools regardless of grades.
Dedicated Bike path to downtown and other neighborhoods
Community centres/ facilities
The bulbbed curb before a pedestrian crosswalk is great. Bike lanes don't seem to be used very much and only cause more traffic congestion!
Streets are for all modes of transportation. There seems to be a bias in this survey towards streets being geared to non vehicle traffic. Streets are primarily a means to get safe access to your place of residence or business. The dream street depicted seems very unrealistic.
This is a perfect street
Control delinquent behaviors in Princes Island Park late at night/early mornings - fireworks, racing, shouting & screaming. No police presence, lack of control.
Also if you read the Land users nothing says what the City read like the Counsel should clean after the residents. You should put more the responsibilities to each one to take a care about the city. Just the ideas how can improve the service. Each dwelling/house door should pay per month for community maintenance . The city will able to run twice per year to pick up all junk from each door.

<p>The most important thing in the winter is safely cleared streets and not hidden concrete barriers under the snow pack.</p> <p>Sidewalks should be considered a very important part of the street and cleared sidewalks a priority. There's are large sections of silver springs that doesn't get fully cleared</p>
<p>Less parked cars is ideal on multiuser multipurpose streets.</p> <p>The traffic calming control concrete blocks and signage are very disorienting on roads at 50km per hour turning on to them.</p> <p>I'm a confident experienced driver and they are confusing and busy. Example is turning out of north land mall on McDonald's closest exit- where bike lane/signs/concrete lane separating is everywhere.</p> <p>Also so over springs just got bike lanes and they are important and helpful for traffic calming and safety.</p>
<p>kiosks, mini-markets, seating areas, HEATED bus shelters with recycled rubber floors, wider sidewalks</p>
<p>More trees, planters at entrance to the community. Better supportive bylaw enforcement on properties that are starting to be in disrepair. Provide information for support available if needed. Laneways not becoming storage areas for things people don't haul to the dump. Reduce the difficulty in having block parties so there are easier ways to do meet & greet with new neighbours. Knowing your neighbours reduces crime in the area as everyone watches out for everyone.</p>
<p>Most of these are not in Deer Ridge, but they finally added wheelchair ramps next to the Yellow Slide Park this year, and added a sidewalk to the street where there never was one before. I like the community book boxes.</p>
<p>Block party Activation</p>
<p>The City spends too much time doing pilots and not enough time implementing international best practices for permanent traffic calming. Those projects done still continue to place cad movements above safety and accessibility. The projects continue to be compromised by outdated standards and conflicts between City departments.</p>
<p>Curb bulbs make it very hard for vehicles to safely cross an untersectikn</p>
<p>Planters are nice, but seasonal and a waste of funds. Green space is overdone with weeds. Sidewalks in my community are HORRENDOUS The old poplar trees have pushed them up in many spots & made them a major safety issue! Sidewalks should be wheelchair accessible & not have tripping hazards cause the blocks are 5" higher on one side than the other or the patch wasn't done properly in the first place.</p>
<p>Well done!</p>
<p>Parking</p>
<ol style="list-style-type: none"> 1. Bike lanes that access the amenities available to cars (like groceries, not just parks) and are separated from traffic and parked vehicles by a physical barrier (not just painted lines) 2. Ramp style curb at all intersections, for stroller & wheelchair accessibility 3. Park spaces & playgrounds with equipment safe for toddlers
<p>Quick driving access to major roadways. Being able to access communities quickly by car</p>
<p>Make traffic calming curbs permanent. Integrate crossings and speed humps by raising the crosswalk to the sidewalk level.</p>
<p>all</p>
<p>Width reduction to reduce speeds, limiting through traffic increase sidewalks and bike lanes, removing parking to save costs of road maintenance</p>
<p>Outdoor green spaces conducive to gathering that don't have playgrounds. Somewhere you can go and enjoy a park space child free.</p>
<p>Bicycle lanes that allow me to fully navigate the city, which are separated by barriers from traffic, and which aren't mixed use (because I should be able to cycle at a normal speed). Secure sheltered bike parking that would let me use my bicycle as transport. Vehicles towed and heavily fined for parking in bike lanes. Road construction not allowed to block walkways or bike lanes to work on car lanes. Bike lanes swept and plowed.</p>



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There are no trees in between the road and the curb. There is no dedicated transit way on the road. There is no a traffic light.
Streetcars and trams. Also add porous asphalt that can lower the loudness of cars. In fact, make these god awful loud car and motorcycle noises illegal in our city.
I pretty much thing everything here is defeating the purpose of a street. You want clear streets that vehicles can safely move down. Please don't spend my tax dollars on the picture above!
Way more trees and more green space and trees in the newly developing areas. We need a pedestrian tunnel linking Montreux to mystic ridge. Our public spaces are not maintained and run down. We need more landscaping and planted spaces.
Significantly narrower local streets - private vacant land condominiums prove that smaller, narrower streets function perfectly fine. Why are we still using engineering standards that don't reflect this reality?
Instead of lowering crosswalks to the level of the street and using wheelchair ramps, the street should be raised to the level of the sidewalk at crossings, and have visible markers (i.e. a different colour, different road material to match the sidewalk instead of the road). This maintains accessibility for wheelchair users, forces cars to actually slow down at crosswalks, makes cars much more aware of pedestrians, and makes it much safer for everyone.
Additional playgrounds and off leash dog areas
Green space, parks, and trees are on the graphic, but not talked about. I like have more greenery; I especially like having bee friendly plants! The natural grass is mostly dandelions and weeds anyway. Raised crosswalks as well-- would be easier for wheelchairs I think. Improved lighting as well for crime and at cross walks for safety.
No bee hotels near homes! My family and I are very allergic to insect bites. We deserve to feel comfortable in our neighborhood. Bee hotels should be placed in large park areas away from playgrounds and main pathways. I am very bee positive (have planted native plants which help bee populations), but having large amounts of bees nearby is scary and life threatening for me and my 4 year old.
Speed bumps
Garbage & Recycling receptacles
Planters, speed bump, bee hotel
The purpose of a roadway is to enable transportation. Limiting and restricting its use is like drilling holes in a sink to prevent the use of water. As a commuting cyclist, traffic calming endangers my safety as Curb Bulbs, like #2, 3 and 8 in the graphic force me into and in front of vehicles when I also have to move around them, preventing my safe travel along the right side of the road. These bulbs are a danger to cyclists...are you waiting for the death of a cyclist to stop using them?
I like the bee hotel, curb bulbs by the schooland programming
Affordable housing walkable from everything! This should be in every neighbourhood and linked using the train.
Find alternative to glass bus shelters that constantly get smashed
There is a pandemic stop wasting money!
I like the painted lines in hidden valley that demarcate the parking lanes. It slows people down. That seems to be missing in the graphic.
Well we have NONE of that here in Falconridge. I think you guys are just focusing on the rich areas.
I don't agree with my of those things. I like my area the way it is.
Transit options. A lot of the transit stops aren't accessible especially in bad weather
Why are you trying to turn streets into parks/play areas? Streets are for cars and too many of these ideas cause pedestrians to be negligent and drivers to be frustrated. Not a good combination.



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This streets doesn't have cars parked along both sides, that's the reality of most residential streets, especially if there is multi family or garage less homes on that street. So claiming curbs and traffic diverted are a waste of money.
Braeside still lacks wheelchair or stroller ramps in many areas
Protected bike like starts randomly... needs connection
Looks good
I'd like to see even more greenscaping. As the summers continue to get hotter, trees and plants will be essential to cooling our streets and making our cities livable.
More bee hubs.
Speed bump and play ground zone between 2 schools should be extended.
Some of these projects like curb bulb may irritate drivers causing more aggression and irratic driving
Get rid of wheeling lanes, traffic calming curbs, curb bulbs, street art, speed humps, planters, traffic diverters and street labs. Streets should be for cars and traffic. Keep pedestrians to the sidewalks and green spaces.
A bulb curb would be great, curb cuts in the sidewalk as well. Its hard to get around sometimes
This info graphic does not take into account noise attenuation. Living next to a busy road is detrimental to our community and our health.
Encourage more year round cycling commuting. Make it easier for people to not use their cars
Traffic calming curbs and jutting bulbs are unsafe when cycling.
My dream street is missing planters, street art and speed humps.
Would like to see more street art and accessibility options.
More thought from city planning to manage rush hour traffic flow in and out of neighbourhoods. There areway too many streets in newer communities with only one exit to main ones.
Yards large enough for children to play in. Tennis courts skating rinks
in theory looks good - but what really happens is that drivers cut through the side streets - like my street 19 Ave NW instead of using Bowness Road. This is very dangerous for our small kids/ even people just getting out of their cars. People just speed through here and don't care, because its not their neighbourhood
Narrower residential streets in general, or if wider street is necessary to accommodate a parking lane, there should be bump-outs at most intersections to make it impossible for vehicles to pass a vehicle that is stopped to, say, let pedestrians cross.
Accessibility is maybe hidden? Could be better addressed.
There are pathways in Evergreen that are meant to link with a crosswalk (developer design) but the city will not put in a crosswalk. Sidewalks and crosswalks are a mess in Evergreen and need to be evaluated.
it takes one car driving over (or even at limit) 1 m away from me to make all of these things become irrelevant and for people to hide from the street... it is extremely unpleasant to walk on elbow, waitfor the bus, chat with a neighbour, anything really while you are always on the lookout for a car to drive into you (they veer one meter at 60 kph and we're dead)
Appears to be too wide. Better curb cuts for wheelchairs/strollers. Bump outs/bulbs at corners rather than just mid-block. Cycling should always be a physical separation not just paint or sharrows.
Paved back lanes in Copperfield gardens.
Redo the side walks that are all cracked and messy
trees
Maybe a ball hockey area cause I really like ball hockey. Maybe a Arena for it.
I think fountains and other stuff like that would make community's more interesting to walk through.
There is no solution missing on my dream street.

Swimming pool, dance studio, mall, hospital, Play ground, Grassfield, A few stores, gas stations, clean water facility,
No this street looks like a great street to live and grow up on
Ice cream shop, lots of shops, more kids, and prob some more.
I think that we need to add some thing that makes Calgary special you need or just a severe that is like all the others we need some kind of difference.
I want a field for R/C planes
I think that looks good, maybe add something fun in there.
Walking lights. That tells drivers that there is someone walking because there is no traffic lights..
This seems amazing!
I like where I live
More shops and better infrastructure
temporary barriers need to ensure the sidewalk is still accessible to people with mobility issues. Planters near separated bike lanes obscure visibility and can make it more dangerous for cyclists if they are not carefully placed.
More emphasis on sustainability. There is still a lot of road. I would love to see a cost to parking. Sidewalk and bike lane snow removal prioritized especially around TODs.
Both temporary traffic calming curbs and curb bulbs are unsafe as the force cyclists into car lanes.
For Gladstone Street, I would love to see some curb bulbs(with paneers temporary traffic calming curbs, planters, street art and maybe in time some speed bumps? Let's take back the street and make both Gladstone triangle parks safe for people of all ages. Look at some great ideas from Holland https://www.youtube.com/watch?v=bSBdshn2tUM
If I could tell adults what I think is right for my neighborhood streets, it would be a traffic cam lottery. If you don't speed once for an entire year, you get entered to win some of the money collected by speeding tickets. This would work because less people would speed and people who did speed would speed less and be sad because they lost a chance to win lots of money and people who don't speed would get rewarded.
Eco friendly planting, as noted above
13-wayfinding would be nice to have, 11-street art would also be cool especially if it was an indigenous creators art
I get nervous about the density of this image...the part of it that I'm not sure about is having the cars in the mix. Maybe times when the street is closed to cars or streets close by that are for car traffic. I'd like to see no cars but I don't think that is realistic at this point. Maybe a transition plan away from vehicles???
Roundabouts, stop signs, traffic signals
Lovely green spaces but the City has an abysmal record when it comes to maintenance.
These are all great ideas but I struggle with them being disconnected from the issues that densification brings. Master planned communities achieve these things more readily than older neighbourhoods like mine where densification is occurring and we also have major thoroughfares. Without dealing with increased vehicle traffic and parking brought by density, I don't how effective these will be. With densification come more Cars, trucks etc.
Chicanes, narrower lanes than 3.5 m, different surface treatments, woonerfs, allow other uses on roads such a seating and play elements like basketball hoops
Sidewalks clear of snow and ice in winter
crosswalk lighting, level sidewalks without dropped driveway sections
Nothing to add
Protected bike lane in both directions?



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No speeding and no congested on street parking
Combining several proposed ideas, what's not shown is a one-way "woonerf": https://www.youtube.com/watch?v=bSBdshn2tUM Key features: -single, one-way vehicle travel lane -multiple chicanes such that vehicles travel
Fenced in dog parks, walking pathways
I can't wait for the city to implement intensification along major inner city corridors. The lack of central malls surrounded by multifamily living in aging communities creates boring bedroom communities where people stay in their houses. I want more destination spots in this city's aging suburbs.
Curb bump outs on 37th. The people who thought this up should be encouraged to find other jobs. They have caused many close calls & have affected the traffic. On the side streets people don't pull over close enough to the bump out causing people trying to turn in to either almost hit the vehicle on the side street or to cause traffic to come to an abrupt stop. They are unsafe & driver's appear really angry about them. Let's not have this poor idea cause anger. They should be removed.
Secure bike storage
curbs and bulbs should not force bike and other alternate transportation back out into traffic. Protected bike lanes(not painted lines) pedestrian crossing lights and other tools to ensure pedestrian safety.
Traffic calming measures, speed humps, crosswalk, curb bulb
How about local business connections - room for pop up stalls, food trucks.
Lots of silliness. Don't need art, don't need bike lanes, don't need curb bulbs, don't need block parties. Need to live and go to work. Need to move traffic, not cause problems for traffic.
<ul style="list-style-type: none"> - much narrower roads - midrise houses (& mixed use areas in general) - protected bicycle lanes - Shops accessible by foot (quiet, walkable streets) - timely maintenance, particularly snowclearing - proximity to park - greenery, trees - proper bus shelters with time update dashboard
making a place more walkable and bike rideable is the key, get people out of their cars , stop making places car centric and more people centric
Funding. Willingness to actually follow policy. Willingness to actually calm traffic. Out of date engineering ideas preventing painting of crosswalks. Out of date engineering ideas preventing human scaled roadways.
Quit building bike lanes especially where there is a bike path a block away.
It is interesting to see this infographic depicting a perfect street with single family 1-2 storey detached homes. Exactly what established neighbourhood are trying to protect. Why does the Guide to Local Area Planning wants to allow multi-family higher build forms everywhere, without regard for green space and enough open area.
I hate all of the so called solutions. I would FIRE every city planner and engineer.
Community Decisions 998
Parking permits - 2 per home. If someone rents out a 2-story house to 2 different tenants, there are still 2 parking spots on the street, not 4. Any other parking must be onsite. Charge \$200 /year for 2 permits. Look at Ottawa for more info.
Less traffic more movement. Houses only allowed so many cars. So many houses are building duplexes and larger. All those cars parking on the street.

Proper snow removal everywhere (roads, sidewalks, timely) =safety for everyone. 7-day plan is not effective nor equitable in all parts of city. Leave room on side of roads for snow pile/melt (don't make them so narrow that new safety issues created in winter for pedestrians and cars). Allow personal e-scooter on streets everywhere (keep the rental scooters downtown). Infographics seem to create new projects when basics potholes/snow removal need to be done with excellence 1st before new work
We need more pathways.
Better street lights for pedestrians, no snow plowed on sidewalks. There should be no playing on the street, that is not safe.
Brighter streetlights
Historical plaques, street signs and displays. Preserved older homes. Underground parking for apartments
Separated cycling infrastructure
Bike lanes need real barriers for protection from traffic. Paint and plastic pylons are not enough for bicyclists to feel safe. My neighborhood is filled with four lane roads with 60 km speed limits. Only daredevils ride bikes on those streets. Most ride on the sidewalks. It's hard to go anywhere without crossing/using four lane roads. The road in front of my house says 40 km speed limit, but few obey it since the road is wide and smooth. We need a network of maintained, protected bike lanes
Respectfully, please spend these tax dollars on sufficiently funding the Calgary Police Service, so that they have the resources to keep our streets/neighbourhoods safe, through patrol and proactive enforcement. Too many dangerous/aggressive motorists on our streets today, endangering our children. Art, murals, bike lanes, etc. is not what we should be spending dollars on, nor focusing our efforts. Let's address the root problem – lack of resources for law enforcement. Thank you.
Chaparral blvd speeding to get from Legacy neighbourhood to new hwy Stoney. Super noisy. Motorcycles ripping through gears at all hours of night. Im two blocks away ...cant have window open too noisy. How bout speed bumps on road and build a hill around to help block out noise. Dont know why things are built without thinking of future. Were still waiting for our nice trees on blvd to be replaced which were torn out by you and province.
Protected bike lanes
This includes "wheeling lanes", but doesn't mention separated lanes. As someone who frequently rides my bike in Calgary's bike lanes one of the biggest issues is that drivers often ignore the lanes and park/stop/drive in the bike ("wheeling") lanes. As they say "paint is not infrastructure." If Calgary's drivers can't abide by paint, then the lanes need to be separated in other ways.
Remove these traffic controlling measures! LEAVE US ALONE!!!
Better human scale lighting for sidewalks.
Vehicle noise reduction methods. Banning motorcycles and noisy vehicles from the city. Reducing transit bus gearbox noise.
Automated speed bump (flat if travelling at speed and rise increase as cars travel over speed limit)
Bee hotels, block party, activation.
More four way stops and roundabouts in walkable neighbourhoods, slow traffic down. Start reducing amount of on-street parking - Marda Loop / Altadore is particularly bad for this - bumper to bumper on-street parking reduces visibility for pedestrians, makes it impossible for safe on-street cycling. Commit to large-scale ramp-up of protected wheeling lanes, and extend to NE and SE quadrants. Make active transportation a priority
Lighted pedestrian crosswalks
Many of these have been implemented in our Intl Ave and Radisson Heights neighborhood and the beautification and attention is long overdue, so thank you!! What's missing is the TYPE of business since pawn shops and drug accessory stores invite the wrong kind of activity. Add more 40km signs.



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This map is missing accessible alternatives for Calgarians with mobility challenges, and it also ignores the current configuration of suburban neighbourhoods.
More street lights
No
Wheeling lanes and block parties are critical
8, 12, 14, 16
Allocate eco spaces where plants and wildlife can flourish. Leave grass to grow. Stop watering everything!
None of this matters if people can't get around in winter because of piles of snow especially blocking corner crossings.
Solar infrastructure
Roads for cars, bikes and transit. Sidewalks and paths for people and bikes. Get rid of the [REDACTED] bike lanes, which are not used.
This would be a great neighborhood to live in.
I love all these ideas. They make the streets more livable, lively and safe.
Pedestrian signals
Better drainage near ramps so water doesn't pool. Good night lighting and well maintained sidewalks that aren't tripping hazards. Slowing down traffic everywhere except freeways pretty much, but particularly in residential areas. 40 is too fast for our street which is winding and has lots of blind spots, but people plow through at 50+ anyway, would love to see some encouragement to slow down.
Synchronized traffic lights!! Having traffic lights changing at random intervals is extremely inefficient for traffic flow, as well as CO2 emissions. It also leads to speeding! I sometimes have to speed because I anticipate having to stop at several lights on my way to work. Synchronized lights would encourage people to drive at the speed limit just like on 9th ave downtown. PLEASE synchronize the lights on Symons Valley Rd. and Symons Valley Parkway - there are just too many lights!
More trees and boulevards
traffic diverters, curb bulb
Adequate but not intrusive lighting
Wheel Chair ramps, Speed humps, and also School engagement, will help create a better future for all of us.
Street closures in residential areas to restrict high speed/volume cut-throughs.
I don't believe streets are a place for children to play - it causes a hazard for drivers and children.
Remove traffic calming car killers. Remove speed humps. Remove planters blocking sight lines for cars.
privacy from commercial areas/ better designed commercial areas that are better integrated with the neighbourhood. Snow-clearing where ally meets the sidewalk. Places for people to put garbage and animal waste.
Safer streets. Break ins are climbing. I work hard for my things and when stolen we never get them back.
Quit mixing bicycle and car traffic. Mixing makes it problematic for drivers of both ilks. Build safe and efficient infrastructure and you will change the culture. Exercise is magic for a long healthspan.
More benches for sitting and relaxing. Gated dog parks for apartment dwellers. Water fountains. Garbage cans. Heated bus shelters.
What is missing is private green space in my own yard. All the green space here appears to be public domain. One way I reduce my carbon footprint is I grow alot of my own vegetables in a large garden. This type of thing seems to be lost in the vision for Calgary which is to infill like crazy and treat people who want to have a yard as some sort of selfish rich folk.



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We live in a climate and city that was never intended or designed for bike priority. Calgarys urban sprawl has allowed its citizens to have a chance at property ownership on their own parcel of land. This is a unique thing that calgary offered the oppertunity for people who lived in a concrete jungle to experience the suburban friendly lifestyle. With this push to densify the core away from a place of work to a living centre will drastically change the fundamental lifestyle people moved to enjoy
Boulevard gardens
Not enough flower beds. Can't attract bees if there are no flowers. I found it very concerning that I barely saw any bees and other pollinators on my walks during the summer considering humans are responsible for them dying out. Should educate people by putting a little notice on a board so people would not kill the bees
I appreciated and have experienced many of the new initiatives. More community building would be nice on a small micro/block level. Do a neighbor day or a block party day that people celebrate. Security is knowing your neighbors and that has gotten lost over the years.
Pathways, no traffic calming or roundabouts or other road impediments
They don't work never will work your trying to substitute these fornpeoples stupidity and lack of common sense following basic rules of the road
Not being restricted by traffic calming measures, less unused bike paths, reinstate school time speed reductions, educate people on how to cross streets safely rather than just walking out onto the road assuming the driver of a car will be able to stop
We need traffic calming
I am not in favour of traffic diverters, calming curbs or curb bulbs except in the very rarest of instances. These are not necessary and are going to cause other issues particularly in winter when they are hidden by snow banks. They will increase the time and cost of snow removal in winter.
Number 3, 8 & 9 only create hazzards, road rage, traffic congestion and reduce traffic flow and access for emergency vehicles! People choosing to live in busy areas with traffic need to take responsibility themselves and be aware of traffic as they do in other busy cities of the world!
Have parking that is used on properties instead of parking on the street. People do not use the tiny garages in the back lanes for vehicles.
Trees, plants, open sidewalks and good lighting.
The street is straight - good for cars and speed. The street is of uniform width. No community oversight available.
Singapore has the best infrastructure in the world. I have lived there for more than ten years. My observation is they densify around their MRT stations. MRT is the equivalent of c-train. There will always be a multi-storey, multi-use building and high density living around MRT stations. People do truly live, work and play around the MRT station. You can buy anything from clothing to groceries in the smaller communities by the MRT station. In larger communitites, add cinemas and banks.
Remove the city implemented solutions and encourage personal responsibility for all pedestrians. Discourage the use of cell phones and other hand-held devices when moving about on city streets. Big government should get out of the way, minimizes taxes and allow private enterprise (and ideas) to thrive without impediments and interference.
level sidewalks at driveways - see point 4
Why are new neighbourhoods being built that don't have these elements?
Reduced speed limits-50 KMS is too fast on neighbor hood streets.
The calming curbs, the curb bulbs, and the traffic diverters are dangerous. Sometimes they can't be seen under the snow and I've seen several people hit them or swerve into the next lane to miss them. They create a very dangerous situation.

Elements are missing raised crosswalks and intersections to prioritize pedestrians over vehicles. In each example, pedestrians need to lower themselves to the street. Without any change to the street's grade, emphasis will always be on vehicle traffic, and other modes of transportation need to accommodate cars; I would prefer that cars accommodate pedestrians.
Continuous sidewalks. Landscaping to manage storm water.
Missing: lighting appropriate for the setting; trees; permanent car-free streets; wide sidewalks; electric vehicle/food truck/phone charging; bike & scooter parking; benches; waste/recycling bins; public wi-fi; little free pantry; little free library; bike repair stand; sidewalks free of vehicle ingress/egress; 30 km/h speed limit; heated sidewalks & wheeling lanes for salt-free snow and ice control; bioswales; speed tables/raised crosswalks; parklets; sidewalks and crosswalks that align
I like the Temporary Traffic Calming Curb. I like the Wheeling Lanes. I like the Curb Bulb. I like how the infographic shows a pedestrian crossing that is narrower than the road.
community gardens
Dog park
Every street corner should be wheelchair accessible. Often marked crosswalks can be many blocks apart but it can be hard to utilize an unmarked (corner to corner) crosswalk because lots of them don't have ramps. Also is there a plan to make sure these spaces are promptly cleared of snow?
Streets are definitely used for parking. While I don't often park on the street, I know many people do, as well as visitors to my house.
It would be great to have rapid transit instead of the two-way road
We really have a lack of the pathways for pedestrians
Fenced dog parks! I know so many people who adopt, foster or rehabilitate dogs who have few safe options for places to let these dogs learn how to build confidence and overcome fear playing outside with other dogs. Dogs that have not been socialized correctly or have been rescued from neglect often bolt in unfamiliar environments. Having fenced designated dog park also protect reactive dogs from children too young or uninformed about how to act around unknown dogs.
Also get rid of bike lanes.
Middle school and high schools are lacking near me
Large healthy trees
Block party play street, street art,
SPEED BUMPS IN RESIDENTIAL PLAYGROUND ZONES!! street art All of this IN THE WINTER!
small street playgrounds like the Aldo van Eyck playgrounds in the Netherlands. Raised Cross walks. Whenever a car enters a space that people inhabit it should be clear. Secure Bike lockups.
I would love to live in a place like this.
Reduce speed limits in streets that are one lane when there is parking on both sides of the street.
Building communities where shops are actually in walking distance. Making sure transit is appropriately funded. Making sure main roads and side roads are cleared of snow so people can leave their homes. Create safe spaces in communities for kids to play. Build bike lanes in communities so people can ride their bikes safely.
All neighborhoods should allow easy movement by foot, and bicycle, scooter. Pedestrians, bikes/personal transit, and cars should each have 3 separate spaces to keep everyone safer, and speed limits should all be 30km/h or less in residential areas.
Noise reduction measures like trees or berms or fences

1. Flower beds and permaculture, plus pollinator areas along the roadsides and sidewalks.
2. More trees.
3. Better mix of housing types.
4. Local scale retail, even if that's food trucks - maybe there could be a mini-grocery store food truck?
5. Wayfinding in the parks as well.
6. Functional art - not just a basic bench, but something that you can use as a picnic table + cool to look at.
7. Heated bus shelters.
8. Hanging baskets / flags / art on lampposts.
9. PUBLIC WASHROOMS!

parklets, bioswale curb bulbs, on-street bikeway snow clearing, benches, or other seating structures, less Kentucky blue grass and more clover and natural plantings, shrub walls, safer more permeable sound walls, ped crossings with retro-reflective pole covers to elevate visibility. Level driveways/alley entrances to walk across, with wedged curbs (less slip out and ankle stress, slows cars). No maze gates, no unprotected bike lanes in the door-zone.

It looks good. I would add benches, waste bins, street lights, bike parking.

Question 4

When it comes to enhancing streets, The City can support positive changes with new infrastructure (i.e. wheelchair ramps, traffic calming, bike lanes or bus shelters) and can also create opportunities for residents to become involved (i.e. host block parties, street art, boulevard gardens, etc.).

Does it make sense that a policy about great neighbourhood streets would include more than just traffic calming (and also include accessibility, safety, and community art)?

Add your input.

Most of these ideas are a waste of money and annoying to drivers. Streets are mainly for cars. Sidewalks for pedestrians. Been that way for decades. Leave it alone.

"Traffic Calming" leads to more safety concerns as drivers have to unexpectedly change lanes as they narrow. More dangerous in winter especially. Why close lanes creating more congestion? Doesn't make sense.

Yes. Streets are for people to get around as well as for cars. I drive in the city but also walk, bike and scooter. There needs to be a balance between cars and other modes of transport. However as an area like Marda Loop gets more congested cars then drivers speed much more on connector roads leading into and out of the area. Those connector roads then need more attention and multiple traffic calming ideas.

No, I think these none traffic initiatives are great but are out of the scope for the city. They should be undertaken by the local residents.

No. Driving is the main reason we have roads, but it has to be safe and have good visibility for bikes and pedestrians.

yes, But i think those things come from good design. Let's reduce parking and put up placemaking - even just trees and benches, and then things will happen.

No. How about getting rid of all the weeds and garbage on city boulevards, curbs, islands and underpasses. Some grow 3 to 4 feet tall and there are more every year. You have to be able to maintain what you build without the constant raising of taxes



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Don't spend any more money on useless ideas.
how about maintenance, that should be the city's biggest priority, keeping what we already have in usable shape before spending on new initiatives the city cannot afford
Yes, but often the solutions fail to consider that residents of these streets need to still be able to drive and the restrictions can significantly impact local access
yes
Yes, it should involve supports for citizen led initiatives of all kinds.
Safety yes. Art? - only if all other items can be fully addressed with budget.
How many people do you see on sidewalks? Pretty much none. Often Our weather keeps people in. Or the destination is too far to walk. Or too many groceries to carry. Your ideas are taking us back in time where a neighborhood supplied everything. We dont live like that anymore.
Yes, first and foremost it should be about safety. Traffic calming but also has to include providing separation between vehicles and people and education on road safety for pedestrians and cyclists. I do not agree with encouraging kids to play in the streets, streets should be for cars and people should stay away from them as much as possible. We should have narrower streets with larger sidewalks, this will naturally slow vehicles down and allow for more separation between vehicles and people
Yes it does but in ALL areas of the City and not just the outer areas
The policy should have nothing to do with traffic calming and should only focus on community involvement.
Yes to wheelchair accessibility as that increases all sorts of accessibility for strollers, wagons etc. Pedestrian safety and harmony would be easily achieved with pedestrian lights while maintaining the movement of traffic.
No. I don't support growing city staff that would be required to administrate these programs. Further, the traffic calming measures have already negatively impacted traffic flow leading to more cars idling in traffic. This is counterproductive to fighting the city's "climate emergency."
No!
No.
Yes.
No community art. We need lower taxes and less regulation not mote
Only if "safety" means more funding for police; only if "community art" means NO TAXPAYER DOLLARS SPENT ON ART PROJECTS", please be the first council to learn this lesson. Increasing accessibility is the only thing that makes sense on this list, but that means being realistic about weather and the diversity of pedestrian needs. We are not all cycling and walking fanatics especially in winter. We use cars in this climate for a reason. Mothers with young children, the elderly, disabled, etc.
Safety is a key component. Lots and lots of bike paths so the bicycle riders will stay off the sidewalks.
Help communities that don't have a community group that collects money to start a program where there are community enhancement projects paid for through taxes. My community, Copperfield, doesn't have the ability to collect money from households and therefore we have nothing extra to enhance the beauty of our community through planters in the summer and/or community gardens to Christmas lights in the winter.
NO! ABSOLUTELY NOT! AND ALSO GET RID OF THE STUPID "CALMING MEASURES"! STREETS SHOULD BE FOR TRAVEL NOT SOCIAL MANIPULATION AND ENGINEERING !
Less traffic calming. Better vehicle flow on major routes. More bus shelters. Finish street widening and intersections.
Yes. It's our neighbourhood so we should have some involvement in it. Accessibility and safety are essential in neighbourhoods.



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Get rid of these barriers that only allow for limited access points to communities. With more cross traffic it creates an interesting space (not to mention less pollution at big intersections where we wait forever for turn lights.
Get rid of traffic calming. Why is this necessary no that most residential street are 40km/hr
Absolutely. Streets can be a destination, not just a means to one
Stick to basics. Art is a frivolous expense that as a tax payer I cannot afford.
Yes, would love more walkable streets, green spaces, and engaging community art exhibits and activities.
Great neighbourhood streets should be defined by the neighbourhood not the dictates of administration at City Hall. In other words the city should give money to communities to "do things and build stuff" and then get out of the way and let it happen.
No. Roads are for moving people and goods from point a to point b. Your incessant social engineering will eventually bite you in the [removed]. Like all city planners who live in ivory towers, you're out of touch with the public, and you'll go too far....you're very close to going to far. People will start to leave the city if you make it too difficult to move around. I'm considering taking my business out of the city because I hate being manipulated and socially engineered.
Streets are for cars and transportation. Not for art (we can't afford it), block parties or gardens.
No not at all. Do not take my tax money and give it to someone else to have a block party. If they want a block party let them use their own money. Streets do not need "art" let art stand kn it's own and quit taking my tax money and giving it to "artists"
Traffic calming doesn't work. fill up with weeds in summer
Fix the streets and sidewalks you [profanity]
We have enough bike lanes. We live in a northern, cold, snowy environment for 6 months of the year. Stop micromanaging how people organize or travel.
Traffic calming in the neighbourhood is great. Extending this to impacting major traffic corridors creates major backups in traffic and increased congestion. Keep major traffic roads free flowing as much as possible, synchronize lights, and use reasonable measures to identify problems and remediate quickly.
Yes. It's not just about driving slower. Street art and community art is a great idea.
Wow, didn't know about that. Great job! Accessibility, safety, and community art are as important as the opportunity to get involved. And we need to build infrastructure that will allow people to cut on personal transportation means thanks to accessibility of public transportation. Learn from exUSSR cities: hundreds of thousands of population in the cities with almost no personal vehicles, if there were any they were primarily used for driving out if town in the weekends.
No. It's a road.
Yes, but tragic calming and safe design are essential for these other factors to really be effective. Prioritize safe streets through traffic calming anf the rest will be supported
Yes. Bike lanes and wider sidewalks and places we feel safe letting our kids ride bikes.
Absolutely! Traffic calming is just one solution, we should embrace many more.
YES!! Accessibility please. My son has a disability- our accessible side walks to the bus stop have no crosswalk lines or signs to prevent people from parking across them and blocking the accessible corners that are lowered. Accessible corners near city transit stops should have painted lines or cross walk signs to The help keep them clear.
Yes, a great street is multi-faceted.
Yes all those are great ideas
Accessibility would be most important... don't care about art and not value more natural habitats
There are metal bars and orange webbing around trees on mahogany street that have been trampled down and are a safety risk as well as it looks terrible.
All good
Yes



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Yes
All intersections and crosswalks handicap accessible. Ogden doesn't meet this.
Yes, things like gardens/planters, street art help people take pride in and ownership of their street and neighborhood
Yes - opportunities to provide community art and use that as a venue to promote safety etc.
No - residents can plan their own parties
Yes. Acadia sees many commuters cut through our neighbourhood on their way (to/from) Willow Park/Parkland/Lake Bonavista. So calming measures are important, but letting those non-residents know they're traversing someone else's community is important too.
Yes, absolutely, more art is important. The utility box paintings are nice. The colourful flower boxes at Acadia Drive and Fairmount Drive are nice. There is room for so much more. Like banners on street lamps.
Yes
Yes.
Yes, I believe people need more of a reason than just traffic calming to participate in neighbourhood activities. Accessibility to LOCAL shops/parks, safety (maintained and separate bike lanes) community art/activities are all important to me and would encourage me to become more involved in my neighborhood/community.
Yes, I would love to see more events in my community. It would help me feel more connected to this neighbourhood.
Traffic is too fast in residential areas. 30km/hr in neighborhoods would be better with 40 km/hr in the streets entering neighbourhoods. There are so many big roads to get around on, things could be calmer where people live
Yes, include opportunities to add benches in green spaces to improve gatherings for neighbours
Yes neighbourhoods should include accessibility, safety and community art.
yes, I love that neighbourhood street projects include more than just traffic.
We need to put more traffic calming and use enforcement of traffic bylaw officers.
Yes.
Policy should ALWAYS include safety and accessibility. But no, street art and gardens are not a must-have. A nicety but not governed by policy.
A city that is struggling to manage its finances should be focused on providing services that can be used safely by the majority of its citizens. How many great neighbourhood streets are envisioned and at what cost? Start doing proper snow removal as an experiment in really focusing on street safety for drivers, cyclists and walkers.
Absolutely. Much work needs to be done around consistent accessibility including safety and wheeling lanes. Art and activations bring everything to life
Need to control bad behaviors in Princes Island Park late at night.
Also the improve the fence (the City can provide the credit to fix it) and improve the back alley for more use.
Even \$ 5/ month/each door can make a big difference and save the property tax.
No
yes. also important to fairly distribute these funds and initiatives. in the past, ward 7 received a disproportionate share due to an activist councillor.
It's already hard enough to get around, things like curb bulbs, traffic diverters, temporary traffic calming curbs and such a waste of time and money
Yes, or at least give residents the ability to create it themselves and foster community on their street with fewer inhibitors.



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Yes.
But safety should be number one.
But also traffic flow.
Yes!!! I like emphasizing walking g or biking and it being safe for kids to be out by themselves.
Yes
Maybe, but start with getting volumes of fast moving vehicles off streets first, the other things will be encouraged by safer roadways and will happen organically.
Yes
absolutely...traffic calming will occur naturally if there are more people out and about, the street also has to tie with the development / character / buildings on it. e.g. restaurants - make sure they have patio space
Yes, make streets more than just places for cars. Make them community places with trees, beauty and art
Absolutely. Block parties are such a great way to meet your neighbours. Community art is a great idea but in the plans, there needs to be a plan for how to maintain it so it doesn't become an eyesore. Better snow removal around bus stops so you don't need to climb a mountain of snow that the snowplough pushed up on sidewalk and transit bus stop. Will reduce fall risk as well.
Yes, wheelchair ramps are a must, and it would be nice to have more bus shelters or benches along Deer Ridge Drive.
Community gardens!!! Help with adopt-a-park to make it more noticable for the public to interact.
More cycling lanes and payhd
Definitely, we desperately need traffic calming on our street.
Yes. 100%.
No
Yes, and community associations should be consulted.
Street art would be nice.
Blvd. Garden not as possible but more encouragement/incentives for non-grass based/drought tolerant lawn solutions or plants/flowers in the section brown the sidewalk & roads (maintained by residents)
Yes, it does make sense to include accessibility, safety, and community art
Make sure every blocks sidewalk is wheelchair accessible
Yes! These are essential. Accessibility & safety are top of my mind, but I do also notice and appreciate community art when I see it, like the art on park garbage cans and utility boxes.
No. Slowing traffic down is the wrong focus. Keep the traffic fast and separate.
Yes, a neighbourhood should be more than safe it should engage the community.
better zoneing for local businesses and work.
Yes. Great streets are a destination in themselves, and should be a destination worth being at.
Yes, absolutely. I want more opportunity to create community with my neighbours in a public space.
Accessibility is important. Street art and block parties are stupid because why create pavement that isn t needed. Make the city less car centric and have the parties in the new green spaces.
Especially for young moms, elderly people.
Yes. In fact, make streets more centred to pedestrians more than cars
No streets are for cars not for people. Would be helpful if you could limit types of vehicles though. No huge trucks in narrow lanes.
Yes it does
Yes, but ultimately it is the design of the street that dictates how streets are used. If we are serious about making streets safer and slowing down traffic, the number one thing we can do is tighten street widths and add visual intrusions that make driving less comfortable.
Yes.



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Community art and block parties are great ideas
Accessibility is so ignored in this city. It's terrible. Traffic calming is great, but if not everyone can access the street then what is the point? When the city starts designing for people with disabilities, older adults, and kids then they will be designing for the population. But right now seems to only be aimed at cars... improving flow, slowing them down, making sure fire trucks can turn. The streets are for people and for communities to use.
Yes! I've been looking into volunteering to paint electrical boxes in my neighborhood. I'd like for people to feel responsible for their community, not just their property.
Yes
Yes
Yes, better streets are the ones that are always usable and safer regardless of mode of transport or time of day. Adding gardens and mixed use spaces helps build community
Yes to what you have listed and I like the idea of community art. I do not like seeing money spent on annual planters or light post banners
Yes
Yes, encourage play in street with traffic calming
Yes, I am always pleasantly surprised to happen upon street art. It gives the city character.
No. I'd rather see these funds invested in street infrastructure maintenance (potholes kill cyclists) and timely, city-wide snow removal. Far too many streetlights are burned out, creating the greatest danger. There's no consistency in streetlight density - Albert Park is very poorly lit while Chinook Park is a night time oasis. Who feels safe when an entire block is dark (like 2600 block of 16 Ave SE)
Yes!
Yes!
Yes. My community is great aside from the traffic though
Art yes. The other things will follow from good planning - resisting sprawl by creating for pedestrians, not cars.
More painted and marked crosswalks. We have multiple streets that have crosswalks yet there is no markings and vehicles are not paying attention to the kids crossing. I am in Hidden Valley. Definitely needs more safety added to it.
Absolutely. I would love more interaction with my neighbors. So if there were events where I can take my family to spend time/do things together with my neighbours, that would be great!
Yes
Find alternative to glass bus shelters that constantly get smashed
It's bad enough you can't get around because of bike lanes. No Parking - people have to get to work
Definitely because there are more users on our streets than just cars
Block parties are a WASTE of money. It's time for the City to enhance ALL areas - like Falconridge. We have dead trees, pot holes, a lousy dogpark etc.
There no need for bike lanes in my area, it traffic calming or any other inhibitors to cars and vehicles travelling through here. Leave all that to the area that embrace high density living.
Yes, traffic calming is only one aspect of a safe and desirable community - block parties, street art would be great - we have a park beside us that could be a great location for summer potluck parties
I would prefer focus on traffic calming and investments in transit over block parties and art, that can come later once the traffic has been dealt with
No
Safety yes, but the City can't dictate how people in a community use their street. Some streets, everyone know their neighbor, others you never see the neighbors.



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Yes
Yes
Consider the moon human inhabitants of the neighborhood. Are there native flowers? Places to roost? Bees, bugs, birds, and more call these streets home too.
Stop with the 40km! No one is there to enforce the Playground zones so who is going to endure the 40km zones????
Yes!
Yes, please make this more than just a war on vehicles.
Vandals smash the glass out of bus stops so need a better solution, don't want bike lanes as there are paths and wide streets available, community art is nice if it's inexpensive. .
Not really. Art isn't going to slow things down. Impatient or distracted drivers might get irritated with people utilizing the street more often. And younger kids might see the art as a place to play, which could lead to them associating streets as safe, and possibly getting injured by being unaware of cars.
A block party every few months is a great idea, but in most communities would be best held in a neighborhood green space or community hall rather than closing off a street. Also this should be paid for by community associations rather than the city. Please stop all of the UN Agenda 2030 nonsense.
Yes. Traffic calming alone isn't effective.
Noise attenuation barriers could become places for community art/local art to be displayed (think bump festival). This would be a good opportunity to showcase community pride and would provide an interesting works of art for drivers and those walking by.
Totally. Make dangerous stroads like MacLeod trail safer to cycle along. Study urban planning like the cities in Denmark that have a huge population of cyclists, better quality of life and more community spirit
Traffic calming does little to improve a neighbourhood's vitality.
Yes. Relationships and bonding are equally important for our communities. Social isolation has serious negative health implications and we need to ensure we are creating opportunities for folks to interact and be involved
Yes.
Sight lines at Intersection and traffic circles are a huge concern. Ensure traffic circles or any Intersection does not have any shrubs/trees within 15m or in the centre of the traffic circle. It is important that we have clear sight lines so that anyone entering the intersection or traffic circle can clearly see other vehicles, cyclists, or pedestrians.
More snow and ice clearing on city maintained sidewalks. Ex I live on Mahogany Blvd. and the HOA told us the sidewalk is city's responsibility.
Yes. Odd that you put a "yes/no" question here. Very leading.
Traffic calming does not make great streets. If this was widely popular with citizens you would be informing us of plans to implement dangerous street hazards before installing them, not after.
the trouble with traffic calming like that was done on Bowness road, now has people SPEEDING through the either 19th or 17th Avenues now and that really isn't safe for our kids playing
I would love to see more pop up markets with organically grown foods come into the neighbourhood, more community events to bring people together
For sure! We need to get back to the essential concept of a "street" as a space to be and not just a means of getting somewhere. Our streets in general are too car-centric and that makes them not only unsafe / uncomfortable for pedestrians, cyclists, and others, but it makes them less inviting for anyone not in a car. Wider sidewalks, narrower car lanes, and more interesting plants, objects and features are needed.
Of course. Adding more green elements and maintenance needs are way more important that just a few calming things



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There are not enough marked crosswalks in Evergreen. Large intersections with no crosswalks or traffic calming. Huge issue with traffic congestion around schools.
yes it does but without traffic calming no one goes near the street
Yes absolutely. We need to have neighbourhoods that are inclusive (i.e. people feel they belong regardless of gender, race, income, etc.)
Maybe. Depending on how the policy is implemented.
Paved the back lanes. Would be safer and better
Paint a cross walk area with poppies. I am a veteran and would be on board
yes
I think it makes sense to include more than just traffic calming
I think it makes sense having lots of things to benefit people.
Yes.
I think it should because it could entertain people and give them something to do over the time and it will be pretty fun,
Yes, accessibility and safety is very important in city streets. Art makes it a lot more enjoyable to be in.
Love community art, place for block parties etc
Yes I think a policy like this is great to help Calgary move forward as a city
Yes I totally agree that we should add all of these things
It should include everything.
I would say that we need something special about Calgary then people may visit us like other places around the world I wish there was somewhere like special beautiful I just wish we had some more like that in the city
N/A
I think that it is great the we are making it more accessible to everyone. It's more fair when everyone has a fair chance at living life to the fullest.
Streets
I think we should be able to play on the street
Yea because these things are needed in daily life!
I honestly think that I have a very safe neighbourhood
Yes, you need more viarity
It does not make sense. It's social engineering.
Absolutely. Streets aren't just for transportation, they should encourage gathering within their communities.
Absolutely.
Speed bumps are far safer for a community than any traffic calming measure that juts out into a street.
Yes, I think a policy about city streets absolutely should include accessibility, safety and community art.
Absolutely
Yes!!! I think neighbourhood streets absolutely need more than traffic calming. I also think every neighbourhood should have areas of delight around every corner! Can bylaws support interesting "stuff" in yards, on fences, garage doors, sign posts, etc?
No, not really.
Community art is a luxury....we don't have the money for that
To repeat, policy will have limited effectiveness if it ignores the city's desire for rapid densification.
Yes absolutely! Streets are for people not cars
Sidewalks clear of snow and ice in winter Would help a lot with accessibility

I'm not convinced that street art, parties and community art are part of enhancing streets. They are enhancing communities apart from streets.
Accessibility and traffic calming are the most important things to implement
Yes absolutely, cities are for people, not for cars. The more vibrant and engaged we can be as a city, as a community, the better.
Yes
Yes
Walkability is key - feet should trump wheels in every instance. Vehicles of any type can do damage to a pedestrian of any age.
Yes. The challenge with event activation is that it can't be relied on for round-the-clock traffic calming. Infrastructure should adjust to reduce vehicle speeds, thus ENABLING events as activation.
Yes!!
It should include accessibility as the disabled are important members of our neighborhood and they have a right to be mobile in their neighborhoods
Love the listed ideas there.
Block parties yes so we can get to know our neighbours. Blvd gardens are also nice. Community art, no. This is often a group of people who are passionate about it or those with time to gather and meet and discuss. Those people's opinions/ideas get imposed on others and then we have to look at it all the time.
Yes but traffic calming is #1 safety concern and urgently needed
To add more than traffic calming is important. Infrastructure and street planning to increase alternative transportation (walking, biking, etc) by making these modes more enjoyable and safer. It is also important to keep these opportunities open all year round (sidewalk snow removal that lead to bus stops for example). Wider sidewalks would be helpful as well as well as not using current sidewalks as something to install signage on reducing useable space. Spaces in parking lots for bikes,scooter
Yes
Very definitely. Drawing people into being active in the community helps turn them into active promoters of better, safer streets.
Not at all. Focus on the priorities - moving traffic. Stop with the fluffy nonsense.
Yes, things like traffic calming are just one aspect of navigating toward the actual goals for better streets itself: safety, liveability and accessibility.
on the subject of community no more stupid blue half million dollar blue round street lights would help.that same half million would have been much better spent on green space trees parks benches community gathering places with in ground fire pits etc. that promotes community, a blue stupid street light promotes jokes and laughter that we are so stupid in Calgary,
Yes. Design and activation are paramount - and we compromise design in the name of level of service to our detriment.
Traffic calming is essential and reducing the speed limit limiting the size of vehicles on city streets e.g. large construction trucks, large delivery vans/trucks Limit the over densification of large condo buildings that don't provide resident parking Provide more bike lanes
Yes, a successful neighbourhood street also needs interesting architecture, green space, access to sunlight, places to encourage interaction between people
No bike lanes on streets. No traffic calming. Build efficient roads instead of useless roads.
Accessibility
Streets with schools should be prioritized for special attention.
What is with the hideous and massive red plant pots on 17th Ave. These pots don't add beauty and are taking up Valuable sidewalk/WALKING SPACE. Please please get rid of them!!!!
Yes, please.



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Yes in order for a community to be welcoming cars should be at bottom of the list.
It's not traffic that needs to be calmed it's the people driving - keep them happy (with caring policies / listen to input & really hear them / low taxes); accountability for driving actions (now 25% on cell, 75% speeding on any given day on my journey, and a fair percentage tailgate). It is unsafe on the road most days with no traffic cops visible - this needs to change and is priority one for walk/drive (not street parties/40 kms/curbs/art/bumps in road that delay emergency vehicle response).
Absolutely ❤️
I like our neighbourhood as it is except would like to see more green spaces and pathways.
Yes, certainly. No point investing in new infrastructure if people feel it is not e.g. safe to walk!
Sure! I'm all for it.
Yes and traffic reduction
Respectfully, please spend these tax dollars on sufficiently funding the Calgary Police Service, so that they have the resources to keep our streets/neighbourhoods safe, through patrol and proactive enforcement. Too many dangerous/aggressive motorists on our streets today, endangering our children. Art, murals, bike lanes, etc. is not what we should be spending dollars on, nor focusing our efforts. Let's address the root problem – lack of resources for law enforcement. Thank you.
YES - thats the biggest issue with the pilot projects. Literally just plopping down some speed humps or barriers without education, enhancement or follow up
Yes
Less traffic calming. but more traffic circles instead of lights at intersections
I support all these things
If you pay for art make sure they're from Calgary or it's a waste of good promotion
Of course it makes sense that policy should include more than traffic calming measures. If Calgary wants to achieve greater density, then the city needs to make changes so the people don't need to rely on having their own "everything". This means better communal spaces (parks, community gardens, etc), vibrancy through art, and other community-building measures. In inner-city areas, there needs to be better incentive not to drive (ie. RELIABLE and CONSISTENT transit options), SAFE bike lanes, etc
Remove these traffic controlling measures! LEAVE US ALONE!!!
No. It shouldn't even include traffic calming. Roads are for cars to travel on.
It absolutely does. "Traffic calming" implies that streets are for cars; it doesn't say anything about streets being for pedestrians. The suggested accessibility, safety, and street art all encompass the pedestrian experience.
Yes, streets should be prioritizing people over vehicles for safety. They should have art as a way to help create traffic calming.
Yes
yes
Yes
Yes, everything is important.
Climate change is altering the city and we have to act now: bike lanes aren't enough - they must be protected, cleared of ice and snow in increasingly short winters, thoughtfully planned. Plant more trees for canopy cover, including in underserved neighbourhoods, better bike storage at transit hubs. Start culling on-street parking - change the expectation of public space for private vehicle storage.
Yes. Safety should always be the first priority. Accessibility should be a given. Community art is not a necessity. It's about QUALITY OF LIFE
More involvement between city and community associations (who represent the communities)
It does. But ultimately you're not going to get away from the private car, no matter how much you prioritize transit spending, make driving more inconvenient, or just wish people would bow down to government.



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No. It's a street. They are for traveling places, not partying.
Yes, it's essential to the health of a community to have events encouraging residents to get outside and interact
My answer to your question is Yes! Could you put sincere consideration into art and space placement? On Intl Ave the art pieces are nice but they are in odd places and are not photograph-worthy or photograph-accessible. The green space for community events (EG Bubble Tea event) near Big Al's is too close to the street, red light. It would be sensible to host on the area nearer the Unity Park sign where the cement pad is wider and there's community access and parking.
It depends on what would end up being prioritized or left out if scope is too broad.
Yes, accessibility is often sacrificed for permanent and temporary signage, or for lower-cost build and maintenance, like the prevalence of single-diagonal curb cuts for sidewalks.
Yes
Yes that makes sense. Streets are for people, not just cars or traffic.
Yes
Yes
Yes
Yes, but safety comes first.
Absolutely
Community art should be a community decision. Artists should be local.
Yes! Love all this. And still - what about winter? try crossing a street in a wheelchair when city plows have left snow on the corners. It should be required they clear all pedestrian crossings.
Really dislike the so-called traffic 'calming' such as street bulbs
It makes complete sense. Streets are part of the public realm and should be for all of the public, not just private vehicles.
Roads are for cars and bikes you [REDACTED]
Yes
Yes.
Yes, it should include more as listed above.
Yes, but with strong mindfulness about responsible spending and acknowledging that Calgary is a car-dependent city
Yes, it does make sense. A great neighbourhood street should be for the neighbourhood; traffic calming is beneficial for coming and going, but doesn't engage the people living there.
Safety and year-round accessibility are important. Prioritization of fixing uneven sidewalks, or an easy way to encourage people to report hazardous sidewalks.
I am more concerned about 'traffic calming' impeding the flow of traffic, causing more congestion. Why can't I drive right up Centre St. from downtown to Stoney? Why is there a permanent detour there? Why does 144 Ave. have a dog-leg at Carrington when it should have been straight? Every crosswalk should have user activated flashing lights.
Yes.
yes
Yes.
Yes, a great neighbourhood includes opportunities for neighbours to get outside and enjoy the space. Parks, walking paths, bike paths, community spaces.
Yes. I love block parties with my neighbors. I wish our park on the corner (Riverview Close) had a playground speed zone as well)



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No. Neighbourhood streets are meant for vehicles not block parties. I am against traffic calming measures that inhibit emergency vehicle access, and other necessary large vehicles such as recycling/garbage pick up.
Yes.
Yes, it makes sense to me.
Yes, but traffic calming is the most important for all activities to be successful.
Yes. More effort and funding should be put into public art located outside of the core.
Traffic calming does not make great streets, crosswalks, pedestrian training, etc ok. Maintain trees and grass like you actually care.
yes, the look of the street and making it somewhere people don't feel they need to drive everywhere because the walk would be pleasant and safe is part of it.
Yes, absolutely. It's more than just about cars.
Like the bike lanes in Midnapore that are never used. The hill on 192 that has a bike path but yet all the riders are on the street. No matter what you add people are going to do what they want. Enforce rules so people follow the directions of what is supposed to be achieved.
Infrastructure can change community practice. Healthful living is a top priority for community infrastructure. Encourage healthful practices. Trees and plants and footpaths and cycling paths are essential. Encourage vegetable growth in front yards. Ban manicured lawns.
Yes
Yes. Great neighbour hood streets involve so much more than traffic. I want to be in a community that is designed to encourage neighbours getting together, encourages outside walking, and sitting in the community.
Yes I like the idea. However many areas where I have seen bike lanes for example they don't really enhance the cycling experience and they reduce the functionality of the road system. That is not a win... its a loose loose.
I would like none of my tax payer dollars to go toward anything but clearing sidewalks more timely for the mobility challenged. No i do not need a blue ring in my backyard. For safety i would assume this means moving a playground sign 50m further down the road like in my neighbourhoods case. Or reducing the unmarked speed limit from 50km/h to 40. Neither of which would have had nearly the safety impact as mandatory driver retesting for our roads.
Not sure
Absolutely, all those elements contribute
Yes more about getting people together. Off phone and technology and having human interactions again
Yes
Yes, yes snd oh my goodness yes!!!!!! A well rounded approach is much appreciated. Society functions better with engagement snd community.
Of course
Yes! I love the idea of having places where kids can play street hockey, basketball, learning to skateboard, bike and scooter. Places to meet to drink coffee with your neighbours, for students to eat lunch. Safe ways to get around that are not based on car traffic patterns as the number one consideration. Encouraging people to be comfortable in spaces so that we are out in our community, getting to know our neighbours is such a smart way to bring businesses and a sense of safety.
Yes.
No community art, streets accessible now, and are safe. People, both pedestrians and drivers need to pay attention
Nope [profanity] your art not you're a city not an art gallery



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Absolutely. The world is a scary place...why not have community enhancements that provide people a safe (physical and psychological safety) place to live, play, and work.
Yes all inclusive
Yes
Reduce gaming is needed for dangerous streets like ours - Ukrich Road in University Heights. Slow disc traffic and people won't be worried about stepping off their sidewalk to talk to neighbours. Without this, everything pleasant that is included in your diagram is moot.
I am in favour of wheel chair ramps allowing those in wheel chairs to safely transition from sidewalk to crossing streets etc. We have enough bike lanes, there are better uses of our tax dollars. Traffic calming is hardly necessary; speed limit has been reduced. Fix the cracked sidewalks in many neighbourhoods before you worry about bike lanes. More people walk in their neighbourhoods than bike, the state of neighbourhood sidewalks is poor. Community "art" is too subjective, who picks?
NO! If people wish to participate in community they can go to it rather than expect the City to cater to them which increases taxes that we already cannot afford! This City has far more important things to deal with than this!! Kids & adults should know how to walk safely in traffic & take responsibility for themselves.
Most of the traffic calming should be removed. They are a safety hazard. Accessibility to trails and bike paths that connect all communities. Many of the streets are too narrow, and houses do not have enough parking spots. This is a safety hazard.
Yes. Boulevard gardens are one way to contribute to the sense of place, especially since many new constructions have no yard or green space. Accessibility is also important.
Yes, trees, open and accessible sidewalks, and safe communities are important.
It's a waste of good time and intellect if a holistic approach is not at the base of the design process. Define the problem then design a solution with various components. It's kind of pointless starting with the decorative elements - that follows a solid defining solution
I don't think we should be playing or hosting parties on the streets. Our community halls should be the place for that. Community art should be integrated around where people play, versus the Circle in the middle of the highway. Place art where people already play and they can see, touch and appreciate them close.
The downtown cycle track receives little usage. My home office overlooks the 2nd street SW cycle track ... on pleasant (sunny) days I have seen as few as two (2) cyclists use the track (assume 4 for round trip) but for those few trips the city will inconvenience hundreds (?) of vehicle commuters as well as endangering residents requiring emergency vehicles (I have witnessed two separate incidents of emergency vehicles being impaired because vehicles have been unable to pull out of the way)
Yes, It is very important that a neighbourhood feels like a community where everyone is welcome and you can connect with those around you
Driveway/sidewalk integration - STOP sloping the entire width of the sidewalk for the driveway, add a small slope at the curb. icy slope spanning the entire sidewalk is dangerous in winter for pedestrians, sidewalks should be level. will also make it easier to shovel in the winter
Absolutely. Great neighbourhood streets need to have all these elements. Not just traffic calming measures
Yes, streets should be places that are part of our communities, where people can connect with one another and build relationships for residents of all ages. They should not just be a means to get in and out of our communities for people in vehicles.
Please don't include traffic calming in your policy. These sudden juts out in the middle of the are dangerous for both drivers and pedestrians. Traffic calming will come naturally with more people walking, street art, bikes, street parking, and flowers, gardens, bus shelters.
Yes: the policy should include individualizing neighborhoods and communities through their streetscape. However, accessibility, safety, and community art are not possible without traffic calming (is Deerfoot Trail



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accessible, safe, and accommodating for community art?). Focusing on reducing and slowing traffic is necessary for any plan that wishes to increase communities' safety and accessibility.
Traffic calming is the right priority. Making streets people-oriented is good, but less important.
Yes
Yes, everything works together to make a better community.
The thousands of pedestrian crossings around Calgary are not very safe, especially on wide streets.
Yes it does - nice work!
It should also include parking requirements per household to ensure there is ample parking for residents. E.g. ensure on premises parking per household in building.
Accessibility for sure. Many of the changes that would help folks using wheelchairs would also help able-bodied folks who are maybe using a stroller, wheeled grocery bags, etc. The focus should not be entirely on vehicle traffic.
Yes, currently streets are underused.
I think we needed more crosswalks.
Calgary makes you pay to be outside your home. There are few places to go where you aren't expected to whip out your wallet. There is nowhere outside of private homes and the library to just exist without paying for the privilege. More open community centers would be nice.
Hell no, let me drive without worrying about hitting some concrete "calming measure" in the middle of the road.
Yes
Yes, all components of the street scape should be considered. Trees both existing and future should be prioritized.
Yes that would make sense
Host block parties with greater ease Host outdoor gatherings with greater ease Design everything to be options IN SNOWY MONTHS Make public exercise equipment safe for all ages
Yes, art safety and accessibility go hand in hand with traffic calming. If you don't create cozy, inviting, safe and easy to access streets people won't spend time in them.
The more people who find the space enjoyable to be in the more likely it is it will have people. Higher amounts of people invite more people.
Yes!
Yes. It should be a comprehensive policy.
Art walks in local neighborhoods would be lovely Have a welcome wagon committee We just moved here 7 months ago
Yes
It's imperative that we start designing city streets for people first and cars second. The former builds sustainable cities that are comfortable to live in, the latter leads to deficits and unsustainable spending.
Yes it does, great neighbourhoods need input from people that will live on them.
Yes but not block parties. They add an undue cost (and peer pressure/inconvenience) to those who cannot participate or do not want to.
Convolutd question



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YES!
There's nothing worse as a volunteer resident trying to make your neighbourhood better than coming up against barrier after barrier. Other cities manage to do it, so why not ours?
It does make sense as traffic calming only implies that the roads/streets are insufficiently built. Communities need other amenities to feel safe and welcoming.

Question 5

Community street decisions can be controversial. In your opinion, who should The City design for? Select all that apply.

Purposely slowing down traffic everywhere just frustrates drivers and makes them speed more. Speed limits should be lowered into and out of more pedestrian centric areas. However traffic lights should be synchronized to majority traffic flow. As a driver is very frustrating to stop for every traffic light when very few cars ever come from the other direction. This creates driver frustration and speeding in other areas — unintended consequences of poor light synchronization and traffic design.

They aren't controversial. Every peer reviewed study shows better outcomes when we plan for people and not cars. Neighborhoods especially. The city should stop pandering and build it - especially bike lanes. Elbow Drive from 4st to Fish Creek Park would be awesome!

I do volunteer work for seniors. Take care of basics before you spend money on useless appearance's. Seniors struggle with uneven sidewalks, people not clearing the snow and intrusive hedges that take up half the sidewalk. The city does not have its priorities right, fix the basics first!

All of them form the community, they should all be considered and have things decided that will benefit most, and affect the least.

90% of kids are bussed to other places. I have never seen a wheelchair on my st and have been here 20 years. I see people walking their dogs. Green spaces would be nice with pathways, work out stops, benches and toilets. There are a huge lack of public toilets in this city

In an age where we are concerned about emissions and global warming we need to stop slowing down drivers and instead should be looking at ways to speed up their commutes to limit emissions.

Ultimately all of the above, but maintaining the movement of traffic is necessary.

Thank you for finally admitting (buried in question 5) that not all the people under your power, most of whom did not vote for you and whose money you are spending on these pet projects, share your far left, "progressive" visions of how our city should work. Run the city. Plow the streets, pick up the trash, fix the potholes, keep the busses running. Stop trying to save the world from your seat at city council in Calgary. People (including new-comers) live here because it's NOT Toronto or NY.

Streets should be solely designed for auto, truck, bus, etc., transportation, not as social constructs.

Efforts and funds should be allocated by percentage of users. Example, if 90% travel by vehicle, then 90% of your improvements and funds should go to improving and speeding up vehicle flow. If only 5% travel by bike and 10% travel by transit, then that is the effort and funds you should allocate.

We should not commercialize our art. That would only cause people to become more frustrated and overwhelmed. The art should represent the neighbourhood and reflect on their characteristics. Coventry hills has done a great job with their wall of art.

If you design of kids & seniors as walkers or wheelers, you will make it better for everyone.



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As parents, its up to us to educate kids on road safety. I don't allow my kids to play in the street nor would I ever encourage it. There are ample parks, backyards, sidewalks to do all of this. Roads are meant for travelling on
Calgary seems like a city made for cars, and it makes it tough to be a walkable city. In order for Calgary to compete and grow similar to Toronto or Vancouver, we need to focus on denser housing, and more walkable areas with the convenience of biking safely.
Focus on activities such as dog walking, meeting friends, driving, walking, biking rather than creating categories of people pitted against each other.
Design for efficiency and reduced congestion, which contributes to global warming by vehicles idling at intersections. Remove all anti-shortcutting measures immediately. It represents the worst aspects of NIMBYism, is unethical social engineering, and contributes to global warming by increasing congestion. Development of more roundabouts and/or more efficient intersections to get traffic moving should be the ONLY priority.
A balance of all of them. You can't design for just one group.
Fix the streets and sidewalks you [profanity]!
Kids and streets mix poorly. and this is a really poor question. If the street is mixed use (apartments & business) then obviously the business's need easy access for customer. The City needs to recognize that business and taxpayers fund the city, and making it livable without massive deficit spending is impacting the increasing demand for limited tax revenue. The City has a spending problem.
I wish there was an order like in previous answers! Again, learn from those cities where people live in the cities, not suburbs
A balance of walking and driving
If it is safe for kids and seniors it is safe for all.
The challenge is that all should be accommodated. Problem, to me, is entitlement; particularly people driving vehicles that do not accommodate others.
Residents
Everyone
both cn be done, it needs to be remembered that Calgary is a spread out city- don't make it more difficult for us to get places
I guess it depends on the neighbourhood. Adding a ton of bike lanes to my neighbourhood wouldn't make sense because there is nowhere to bike to. But it would be great to have better pedestrian/bike access to Fish Creek. We currently have to bike down a narrow 2-way road with no shoulder (McKenzie Meadows Dr SE) to get into Fish Creek and a man was hit and killed on his bike earlier this year. It has made us so nervous to bike down that hill with our kids in the bike trailer.
I think if people can walk, it is good for business providing there is sufficient density
Include people with disabilities including those with sight impairment.
It depends on the area you're designing! If there's a mixed use area then plan for the pedestrians, cars and businesses! If it's residential then top priority is people safety, vehicle safety and what they need in order to reach their destinations and live in an area.
A definition of what constitutes a community street would be helpful. I assume it's an area out of the downtown core. City should be able to put forth plans that are geared to the specific needs. It is not a one size fits all approach.
I really suggest to see all sides of the street . Just for one sec. The psychologists say what you can say and explain until 6 years old. After no a reason to say something like to keep the city nice and clean if people will see the squalid fence and the back alley. How much do you spend to clean the city ? I know the answer = too much. You should stop it.



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The majority on community residents. Each neighborhood is unique in its appeal and residents and the streets should reflect that.
I support a shift away from driving centric street planning
Say more about how you currently design for any of the above.
design for the vision of the neighbourhood taking all elements into consideration, design for those who live, work and play there, lowest priority for me is people driving, business okay as long as that business meshes with the vibrant street, incorporate historic buildings (like why would you ever let the old chinese laundry in Ogden be torn down??? this is crazy)
Design them for people to live, thrive and flourish
Streets were built for driving, not walking--Make the roads wider, and stop with trying to increase congestion with calming measures
Streets will always be more dangerous when motorists need to gauge passing a bicyclist going slowly in the curb lane. Pedestrian crossings need to be well marked for summer or winter. If you allow a small child to play on the street, they will lose their caution in knowing what streets are ok to play on and what is not. Have designated play areas throughout the community as the existing skateboard park. Have a street hockey area in a designated area not sharing a roadway with cars.
Also take into consideration emergency vehicle access. Many streets in communities built in the past 20 years don't have space for 2 vehicles to travel down a street at the same time in opposite directions. One vehicle has to hope there is an alley or empty parking space to pull over in. Some cul-de-sacs don't have space for a vehicle to turn around in and they have to back up to exit.
The City should follow its existing policies that prioritise the most vulnerable. Currently, the opposite is done.
Drivers will always be taken into consideration, so I'm not worried about them being left out. Focusing on safe and convenient access to walking, biking, wheeling (like strollers & wheelchairs), and transit will enable residents to use those options and take strain off the car traffic.
Quick driving access to major roadways. Being able to access communities quickly by car
People in the lower socioeconomic scale. My friends should not drive to work wasting money on gas and auto insurance while living paycheck to paycheck.
The best streets are the ones we do not feel threatened by motor vehicles on.
People with disabilities. Ensuring that all Calgarians can access streets by any type of transportation should be the absolute minimum standard, not the dream.
People complain about Calgary traffic without realizing we are the largest Canadian city with the shortest commutes. We need to encourage foot traffic and especially encourage children to walk and bike to school. So many children are dropped off due to "safety" and are now lacking peer interactions and independence skills. Teaching Calgary youth to ride and bike to their local YMCA, school, library will help foster these ideas in Calgary's next set of adults.
They all seem inter connected.
Different neighborhood will have different needs.
Driving will happen, but we should build on a scale for walking and provide space for cars to be stored/parked around the walking-friendly hubs.
Residents! We pay the bulk of taxes!!! Make ALL areas a nice place to live.
Design streets that allow for unimpeded flow of cars and truck.
The city is already focused on people driving, the transit system is good but needs improvement especially for accessibility.



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Design should depend on whether the street is a collector or residential.
Homeowners/residents.
Dogs
Taxpayers in the area should have a say but that's never happened in my community or anywhere else in Calgary that I'm aware of. Special interest groups such as Bike Calgary have way too much say and this is rapidly ruining the quality of life in Calgary.
People that live in the area - otherwise now - ie - I have a bike path that no uses as we are so close to the river paths 3 streets over... waste of \$\$, plus the bikers still bike on the road causing the cars to get congested as they can't pass road is too narrow now.
All of these, of course, but we have spent far too long prioritizing people driving over everyone else and that makes streets less pleasant and less safe for everyone.
You have to design for all. You cannot leave any out. Once a community is built the city needs to evaluate and not leave it up to the developer.
equitable street is good for everyone
Painted cross walks
Ball hockey
Bike lanes are way over designed. Creating bike lanes and making it hard to drive is not going to change people's transportation choices. It's about speed, efficiency, comfort and safety. It's pretty hard to beat driving on all those counts. I can drive anywhere in good time, be comfortable in all weather, safe at all hours.
Local residents.
Take care of those least able to care for them selves and everyone else will do better because of it!
There has to be some balance between ALL these groups and people driving should NOT dominate residential streets. We need to take back our residential streets for the people who live there and make them safe, living, neighbourhood streets.
Obviously streets will be designed for people driving but the other criteria should come first
I feel like all of the above should be kept in mind with highest priority being given to children, seniors, and transit users all others at worst are slightly inconvenienced but those I mentioned benefit the most and suffer the worst when not prioritized
Natural elements...birds, insects, animals and plants. Until transit is highly efficient it will be difficult to plan less for people driving.
This question is too broad. These decisions should be made based on current, planned or desired land use for an area in question.
Design for the young and the old and you will have safe streets for all
People first, but people like to have business and centers of community to congregate around. Businesses must be PART of the conversation, but their parking needs must not supercede the needs of neighbours in the community.
Streets are already engineered with drivers in mind. These plans should prioritize all the other needs
The plans should consider everyone but the highest priority should be for the people who live there and safe movement to enjoy their community without the fear of being run over by a car. People transportation corridors should be pleasant to use and well maintained.
The good of the community. We must take a balanced approach, and be willing to go against the wishes of some. We really should design for our inevitable very low carbon future, and within that paradigm, balance the needs above.
get people out of their cars, that way they meet people talk to people and the sense of community returns.

First should be the humans and always the humans. Last is the vehicles and public vehicle storage.
There should be a variety of streets in a community. All these things above will apply on some streets, but not all of them on each street.
Of course design for everyone, however, less design by city is necessary; what's always missing is operational efficiency around snow clearing on roads/sidewalks (in
Streets are designed for everyone depending on the use of the street eg Main Street more pedestrians friendly
Balanced decisions are needed that take all stakeholders into account, also those who do not have means to lobby such as seniors and transit users.
As it is currently the streets and transportation in general is designed for cars. Making room for bikes and pedestrians makes transportation safer for kids, seniors and the disabled at the same time.
Citizens/residents.
Community streets should be just that - for the people who live on them and visit them. Transit routes are for transit, main areas for business, otherwise ALL the focus should be on those living on or around that street.
The residents
The city should design for LOCALS (those who live in that neighbourhood/on that street). Part of that is finding ways to accommodate inevitable visitors without displacing locals - which means ensuring that there is adequate public parking (in areas like Marda Loop, Inglewood, Kensington this is a big issue, because parking ends up spewing into residential areas at the expense of locals). Parking restrictions/passes don't solve this - there needs to be underground lots and other infrastructure
The streets are for cars, transit, and in some cases bicycles. Primary mode being cars/trucks. That should be the primary concern.
My interpretation of the question: "Who should the City design for now?" Hence I chose the above recipients, the ones whose voices are important right now.
If you don't feel safe having your kid walk or a woman walk a street alone, that street is a failure and needs a redesign.
Once you're in off a major collector road, neighborhood streets should be all about people and quality of life in the neighborhood
People. Too much of Calgary is designed to cater to only motorists
These are all important, but Calgary has had a decades-long emphasis on street planning for driving, and a more equitable approach is needed. Debunk the idea that better, safer streets are bad for business, rethink one-ways downtown (5th Ave particularly bad for speeding and oblivious driving). Consider networks of active transportation that connect protected bike lanes with secure bike storage at transit, think of active transport as a commuter choice rather than just recreation
Again it's about quality of life in neighbourhoods. Businesses support that, but should not take priority.
You really do need to include everybody in one way or another.
I deliberately left out kids/schools because we're in a neighborhood where two schools and our community centre were torn down. Two of the three are still vacant land.
Cars rarely improve a community street, but act as an indicator that the street is doing well and becoming popular.
People, not vehicles.
This is no a fair question...no context.
People (not businesses) living in the community
Communities are not cut throughs and should be hard to race through. They are off of thorough fares and high speed roads. Local businesses will thrive when people feel safe getting to them by all means.



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If most disabled are planned for first, everyone can get around. This means car drop off at the library, handicapped parking close by, great snow clearing, safe pedestrian access to malls and minimalls (not through the parking lot).
Urban wildlife
People with physical disability
With priority to people driving
Should be designed so that people don't have to drive their kids to school.
There is too much commercial space in the north - half of these stores are vacant (Carrington, Evanston, Creekside, Sage Hill, Nolan Hill). Stop designing shopping areas where they are not needed.
Residents
Design with emergency vehicle access in mind.
People walking dogs.
Walkers. Runners. Cycists. Business not so much anymore. In the 21st century, home delivery most goods is greener and cheaper when one person does the travel of many. Schools - Kids should have safe paths for walking & cycling to school.
Everyone. Safety first. Pedestrians trump cars, but there should be balance.
This is an unfair question. It depends on the street. No one street can be all things to all users. They key is balance. Overall I believe main roads should be designed with consideration for broad user base (transit, commuting, business etc.). Roads within the community should be designed with consideration of the community residents first and foremost (kids, people walking and wheeling, seniors, schools and local traffic).
Streets should be designed for their intended use. Ie. Transport. What do you mean by designing roads for a certian demographic?
Schools can not be influenced by council. The increasing number of private and Charter schools means most schools are reached by car. This should not have any weight.
Our transportation planners need to prioritize pedestrians and cyclists. We are stuck with car centric planning that results in streets that are too wide and ROWs that take up too much space for 'future' road expansion. Healthy streets encourage walking and biking which inherently leads to slower vehicle speeds and more enjoyable places where people want to spend time. Calgary already has far too many 'stroads'
the communities should be designed like the European streets ex: London, UK. Having visited, I enjoyed taking transit as it is very efficient, walking around and able to reach shops, restaurants, grocery stores, pharmacies without having to drive a great distance as in canadian cities.
Families and the future, city workers, the economy at large
People with disabilities first and foremost.
This is a very poor question. The street design will differ depending on which area within a neighbourhood you are addressing. We are a city that drives due to the length and temperature of our winters. I feel like the city wants to punish people who need to drive. There is no situation where one should "encourage" kids to play in the street. This is a very dangerous precedent you will be setting and will endanger more children than ever before.
The reduced 40 and 50kph speeds limits, all day park & school zones, traffic calming, curb bulbs, diverters & bike paths are OVERKILL & is costing taxpayers millions when we are struggling to pay our utilities, groceries, fuel & many have lost their jobs & businesses! Show responsible spending and you may finally gain some respect!
Design for walking women with children. All else will fall in to place in a neighbourhood.



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People are the heart and fabric of our society. It should be inclusive to all human beings. I don't believe one group should benefit more than the other. Designing for business and people are somewhat an inter-dependant relationship, don't you think? If people don't find the location easy to get to on foot, bike, transit, convenience, etc around the business, don't you think it would also be bad for business? That's why densify and develop around C-train stations. A multi-storey carpark as well.
People do not ride bicycles to shop. Moreover, cyclists access the cycle tracks on very few days of the year.
Stop designing our streets for parking and people driving. Make it safe and enjoyable for kids to play in their neighbourhood without adult supervision.
For everyone... but priority should be given to the most vulnerable. I.e., people with disabilities (which is missing from your list above!), seniors, kids, etc. Lowest priority should go to people driving.
People who live in the area - the local experts
Pets
All of the above but if we prioritize seniors, kids, and folks who are not able-bodied then it would likely be easier for everyone to get around without a vehicle.
Walking and wheeling users - this is our BIGGEST deficit for accessibility
None of these are mutually exclusive. If we build cities around people everyone benefits.
There is a quote that says (paraphrased) "you can tell the health of a city's streets by how many woman and children are using them". I would also add, elderly. Walkable, bikeable streets gives freedom and independence to all people, not just those who can afford to or are physically able to drive.
It needs to be looked at from a wide perspective. Commuters need to have easy access to major thoroughfares but communities need to have a safe place for kids and walkers. Schools need a better system for drop off and pick up where lives aren't put at risk and businesses need spaces designed to allow easy access for patrons.
Really? This is a horrible question.
Residents who live on the street
It has to be a balance of everyone. I didn't select "people driving" because that shouldn't be a primary design consideration, but it does have to be considered, as they are the ones who complain the loudest. Missing: women, teens/youth. Teens & youth always get forgotten, and if you design for women, kids and seniors, then you will almost always hit the right spot.
For everyone as all of the aforementioned players are in the community game.

Question 6

Who benefits from great neighbourhood streets? Select all that apply.

Who defines "great"?
It depends. I love my neighborhood. It is quiet and peaceful. I dont want a convenience store across the street or other idealistic things that make the neighborhood busy and noisey and full if crime
Hopefully everyone.
A few vocal members of the cycling lobby
Streets are for drivers and transit. The rest can use sidewalks/bike/walking paths.
Re



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A trick question. No doubt you mean "great neighbourhood streets" as defined by our current councilmembers, elected by union money, informed by left wing academic elites of large eastern metro nightmares, and who want to turn the whole urban function into a socialist scientific experiment to address "climate emergencies" and "suburban alienation". Somehow this is done through more taxpayer dollars spent on frustrating citizens, hating cars and pretending winter and old people don't exist.
What a stupid question.
Streets are for transit. End of discussion. You need unbroken pavement, level sidewalks and a lack of distraction.
No one
Fix the streets and sidewalks you [REDACTED]!
The people who live on those streets, and those that require access to the business, services and residences.
Good street planning benefits everyone
People driving probably do not benefit, but they still have the privilege of driving but must accommodate other modes.
Residents
All benefit from well maintained streets. The needs of a street vary according to which of these groups are on the street or use the street, don't think this question has much value, taxpayers need input.
You like a local government with police should get the benefits from any improvement. Because not only federals, provincials and local guys must help people . People must help you. They can do it if they will see more service close to each door.
Residents
People need services, businesses need people. Business needs to get its head around the fact that not everyone can or wants to drive to their business. They should be encouraging more transit, walking and wheeling customers, but so far they seem to lobby for more parking stalls, and roads to get cars to their business.
residents, people from all backgrounds, people needing help
Nobody benefits, except for maybe some city worker in the design department---That should be defunded
Better marking or blinking lights at crosswalks. Some crosswalks are not clearly seen for someone not familiar with the area. Encouraging kids to play on the streets reduces their fear of vehicles going by. Pedestrians fatalities are at an all-time high. Pedestrians and drivers need to be aware of each other. children playing on the street I think is a bad idea. Designated bike lanes are awesome. Won't make me tense up passing a biker who is wobbly and may veer out in front of me.
When people know their neighbors and feel comfortable with talking with them there is less crime. People are more comfortable letting their kids out to play as there will be help if necessary.
This is an odd question. Is it supposed to be putting people against each other?
The general population benefits. Reducing residential air pollution, reducing car crashes, more physical activity. There are so many health benefits that the city can change and improving health means less stress on health care, less stress on ambulances/fire/police, and a happier population.
Seniors need to feel safe and get outside to walk and socialize. Parents need to know their kids are safe, too. I think more side roads need speed bumps. 18th street SE has serious traffic issues. People are going 70+ in a 50 zone from 7am to 8:30am. Despite many complaints, there have only been speed traps between 10:30am and 1pm. Kids are walking these roads from 7:40-8:10 and 2:40-3:00pm. We need enforcement during these times.



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Again = inter connected and all apply as it benefits everyone
Generally the things done to make neighbourhood streets "great" hamper getting places in a car.
Instead of trying to make streets into playgrounds, why not focus on creating great playgrounds? Streets have a transportation purpose, parks and playgrounds have a recreational purpose. Make each one great at it's prime function instead of turning each into an awful amalgam of secondary and tertiary purposes.
Drivers get a break, because when more people are on foot and transit, streets are less congested!
NO ONE - your job is to keep our streets clear, fix pot holes and get business back to work!
Residents, not to mention property values of those areas.
This question completely depends on what street you are talking about.
The whole community
Keeping the main neighborhood streets to 2 lanes in each direction benefits neighborhoods by keeping traffic from becoming congested and keeps roads safer in the winter when snow and ice build up. This makes it safer for pedestrians as cars are more likely to stop if they don't already feel like they are in traffic jams.
Keeping the streets for cars and not blurring the line to make roads for pedestrians too, makes everyone safer as kids will be more aware of the need for safety when on roads.
Homeowners/residents.
Keep cars on the edges of neighborhoods, take away the huge space, environmental costs associated with cars.
Cyclists and the anti-car nutcases.
Everyone does as it makes the community usable and everyone knows whats going on in their "backyard"
Taxpayers - safe streets=lower costs.
Once again you cannot leave anyone out. If one benefits they all benefit!
equitable street is good for everyone
Pets also benefit from good neighborhoods so they have good places to walk.
Everyone
It depends how you define great neighbourhood streets. I don't believe the City's changes to transportation policy and road standards is improving streets.
...a loaded question....?
Everyone benefits in some way with proper design
Community members - by having places to bump into each other we have the ability to increase our social capital.
I don't understand what information this question is supposed to provide?
I believe good streets and communities come first, business comes second, and then they create a positive feedback loop to foster strong communities
If the street is great to walk and cycle on, there are less cars on the road, thereby making it faster to get around by car. Everyone wins!
Residents in the neighborhood
The neighborhood benefits as a whole. Often the people who protest are the ones who just want to drive through quickly

Everyone benefits from good use of public spaces. Less driving, more opportunities to enjoy neighbourhoods on foot/bike. Only use cars for longer trips, more active transport which is cheaper and develops greater appreciation of the neighbourhood, neighbours and amenities.
Residents
Kids should stay away from streets - streets are for cars, not for kids to play!! This is a goofy survey
everyone benefits ,people are social creatures , isolating people in cars because they have to use cars to do anything in this city is pure crazy, Calgary is one of the greatest cities in the world but we can do much better for sure.
Everyone, and this does not include special treatment for special interest groups - in bike lanes
A well planned neighbourhood street with lots going on will draw people to it and benefit businesses, especially small independent shops and restaurants.
The terminology 'great neighbourhood' used often by city - what is 'great' for one person is not the same for everyone. Do keep that in mind. Less (build/activity/design) is more in a climate emergency (stick to the basics and do with less). What one person perceives as a safety issue may or not be correct (use science / measurement not opinion especially with speed complaints prior to acting). Are number of locations city has dropped calming curbs and they are costly new hazards, not help.
The trick is to have a good balance
Everybody benefits, even drivers. If there are transportation alternatives to driving a private car people will use bikes, transit and walking more. This will mean fewer cars on the road.
Citizens/residents.
While drivers might not on first glance enjoy slower speed limits, frequent stops to allow pedestrians to cross, etc., I believe more people-oriented streets make for safer driving and hence fewer injuries to all parties.
Great streets will benefit everybody
Retail/service businesses benefit from safe streets, and making streets safer and more accessible can help to build neighbourhood hubs like First Ave in Bridgeland. But they must be accessible to active transportation with protected bikeways, and much less on-street parking. People will bike to these places if they can get there safely and trust that there are secure places to leave bikes / scooters, etc. when they get there!
We all benefit from good streets.
Everyone does when you feel safe using them. People will get out more.
People. Cities for people.
The environment, with any luck.
Especially when it is a fiscally responsible measure
The environment - every street should be lined with healthy, well maintained trees.
Residents
Your vision for 'great' streets does not seem to benefit the people who have to live with it.
Since cars are the fastest, drivers are spending the least amount of time on the street.
Everyone benefits. Its a puzzle with pieces that need to fit commerce and health.
As with question 5 I feel this is a poor question. Of course all the above should benefit from great neighbourhood streets. But not all neighbourhood streets can meet the needs of all these varied users. Within the neighborhood the needs of the residents should always take priority. Roads passing through neighborhoods can be designed to also meet needs of those passing through, businesses, etc.

Increased traffic flow incidently benefits all those you listed. Designing a road based off of a individual demographic or anything but its intended purpose has negative consequences. Roads must be designed for the ease of understanding not out of the box complications to address single concerns.
Schools can not be influenced by council. The increasing number of private and Charter schools means most schools are reached by car. This should not have any weight. Businesses should be only on high-trafficed streets not within neighbourhoods. Main streets and mini-main streets need to be clearly defined by the City.
We shouldn't be designing streets for vehicles. It should be about being able to walk/cycle a short distance for essential things.
Families, the community at large, real estate investments, safety, our streets and alleyways need light and back alleys should be paved. The economy at large
This is not a useful question. Obviously, the group that benefits from the design depends on what you define as great neighbourhood streets and what the design is.
All
No one. I am making it a point to never spend a penny in Montgomery. I have stopped letting buses in. As they will drive one block and then wait five minutes before moving. So all of the people who work have to wait for the fool to drive his bus to the next block and then wait for the other bus to
Calgary is already amazing as it is for people driving. I think we were on a list for the best city in the world for driving. Now, let's put our efforts on people walking and cycling. If you design with Seniors in mind, it is not going to go wrong for adults and kids. We all age too. Seniors should be situated near C-train stations and c-train vicinity should have all the amenities for that community. It should be the hub where people can get most of everthing done on foot, and not have to drive.
"Great neighbourhood streets" should be vibrant, dynamic attractions that draw people. This only happens when big government gets out of the way, minimizes taxes and allows private enterprise to thrive. Big government (municipal planners) do not make great cities, neighbourhoods or streets, only private citizens and small private business can do that. I personally avoid streets and neighbourhoods that are planned out by the municipality and shop (or spend time) in areas those "private" areas.
Everyone benefits from great neighborhood streets, if managed well.
EVERYONE benefits from a well designed street.
Everyone benefits from great neighbourhood streets, by definition.
residents - people moving to/from the area
Pets
Homeowners benefit, as well as the city at large if it's filled with great streets. We need to attract talent globally and an approach from the 1950s won't do that.
Not for profits - we have to spend SO MUCH on expensive rent to be accessible to clients. Until this is fixed NFPs should get financial support to survive rent costs
Parents, Emergency workers, social workers, low-income residents
Everyone does! Even drivers a d businesses! Studies show that good street design is actually better for businesses and streets (networks) that allow for bike commuting also benefits drivers as it reduces the number of cars on the road and thus traffic.
Everyone benefits from great streets and communities- so why arent we building them to he great?
Do not allow schools at the roundabouts and ensure there are drop off lanes large enough to accommodate stupid parents and entitled children!
Residents in the homes lining streets



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Everyone!
Everyone. The discourse must change so that drivers don't feel like they are at fault. After all, drivers are humans and driving a car is only one of the roles they have in day-to-day life. The city should stop blaming "cars" for everything. It is the people that drive them so please change the discourse (and marketing).

Question 7

How can residents come together to make the best decisions for safe and comfortable and resilient communities?

We should consider input from all, but decisions should be weight more towards the majority or highest usage method, while ensuring safety of use for all types of users and transportation methods.
Town halls where the views and preferences of residents are honored and not ignored.
?? Odd question. Come together? I mean, they can walk to see eachother. The city can offer a list of traffic calming/street upgrade options, etc. and the neighbours on a street can choose what they want, if anything.
Schools are a good community entry point - Use community groups and not for profits to facilitate - makes it one step removed from city planners - perhaps removes some of the controversy.
Have a block party and there is the time to have a booth. People that care about their street support the party. We tried to have a block party and the city opposed it! Brown Crescent NW.
Visit your neighbours when they move in. Don't live in fear!
Through their community associatiion
community associations after they conduct a survey of residents
Support *and fund* community planning committees.
Streets are poured long before people move into communities. Start with designing better streets. New communities seem to all have straight feeder roads that become racetracks. Start using something other than a ruler to design.
Meetings would be nice where the entire community is invited and the voices of the people are actually expressed and noted People on committees that dont even know the neighborhood shud not be making all the decisions.
Thorough public engagement where resident opinions are heard and incorporated Formal resident engagement in planning processes Communciation channels for residents to find out about developments/proposals and engage in conversations (i.e. two-way dialogue)
Combined street garage sales
Stop blaming others for safety and start taking accountability for your and your children's actions. Too often we fix the side effect of a problem instead of the actual problem. e.g. the problem is bad drivers and uneducated kids, it is not how fast someone is driving.
They can attend engagement sessions where the city planners inform them of decisions that have already been made.
Asking residents is a smokescreen as none of the objections are ever taken seriously. These issues need to be dealt with at a neighbourhoo level with the said councillor. Right now councillors are inaccessible.
Engagement sessions in each community to brainstorm ideas. include ward councillors, and others who participated in the elections to put their stand forward, with ideas.
Have councillors who live in community and I mean really "live".
More transparency from city hall, for a start. There are so many closed, in-camera meetings and mystery committees, we don't even know what we are making "best decisions" about. Also, WAY less paternal certainty and



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value preaching from councilmembers. Act like taxpayers are adults and know what works and how to live even if their vision doesn't match yours. You preach diversity, but it doesn't apply to values or views. Web surveys that ask real, objective questions would help as well.
Hold community feedback meetings that are chaired by a representative from the city and a representative from the community - appointed. Make sure these meetings are well advertised and have them for two or three days to allow for all residents to attend.
Through local community associations and churches.
Residents have come together and expressed how they want Calgary to be improved. The City should be more responsive and listen to the citizens. Perhaps more votes on policies rather than pushing them through. When communities express they do not want bike lanes, BRTs, slower speed limits, perhaps the City should listen to them.
Surveys are great as they allow most people to add their input without giving them too much work to do. Votes are difficult as people don't often have time to go out and vote.
When the city puts on information 'open houses' the representatives are rude, condescending and dismissive. They told my husband, who asked a question, that he would not understand because things are done differently in Canada (while he is a visible minority his family has been here for generations).
Elect city councilors that understand the realities of a major Canadian city located near a mountain range and not wish it was Amsterdam
Community engagement via City or CA led initiatives
Encourage more surveys with incentives to get more opinions and research data.
I think they already exist in the form of community associations.
Residents aren't coming together. You're putting this plan into action without the input of sociological or psychological studies of POST-Pandemic society. There are no block parties or people who know their neighbours, other than those who yell at their neighbours for dog doo or littering. Go ask. I bet 90% couldn't name 3 other persons or families on their immediate street. Stop trying to socially engineer us. It's not the 1950's. society is different and people don't connect randomly.
Change who they vote for.
Fix the streets and sidewalks you [profanity]!
What is a "resilient" community? What a bunch of bafflegab. Residents will organize naturally by moving to areas that feature the amenities they desire.
If the city gathered and provided the feedback to residents in open forums, but ultimately, we elect our council members to make those decisions, and the city has enough input mechanisms. You will not be able to make everyone happy, but if you decided to place a traffic calming curb in front of my house and obstruct my parking, I would be plenty annoyed. Balancing needs is critical, but some ideas are plain stupid (kids playing on the streets)!
Oh yeah, direct democracy. Everyone should come to a meeting to vote personally
Better communication so that everyone has the option to be involved
Don't allow those with neighbourhood influence or connections to determine safety. Make city wide standards that prioritize traffic calming and safety.
Listen to residents. Not business owners who live elsewhere.
By hearing from those that move around the city differently.
Community residents should have primary input. For example, Riverbend residents should have more input over 18 Street which has been problematic for years with no action (e.g. speeding, noise, volume).
Have meetings and videos that clearly explain each feature clearly and allow enough time for the alderman to discuss at community general meetings. And actually listen to their feed back
Community hall
Ask them
Spaces for socializing



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Councillors need to respect the communities first as residents did come together and they were dismissed.
start small - get to know your immediate neighbors and expand from there. As well, it is hard to get people involved in the Community Association - any assistance there would be welcome.
Town Hall
community meeting
Community meetings, surveys, open forum, not rushing decisions
Community associations having younger members, and members willing to be progressive.
Have events to discuss and pilot these issues. Opportunities to become informed based on other community successes and failures. Open communication between city and residents of these communities.
I like the idea of community associations, but they need to try to get a wider range of ages/people involved. Everyone in my community association is a 70 year old white man. I don't know if their decisions reflect the broader community, and they are terrible at online engagement.
Make the input more user friendly. When the weather is good, advertise outdoor presentations and input so anyone passing by can have input. Each street may have a different idea so a blanket decision by a community association may not get consensus the same way.
Only residents of that community should be able to submit ideas and vote on them.
Residents in the area need to have the heaviest vote balanced against those who are just vocal for the minority.
Communication and opportunities for engagement
Make it community specific
Not sure that is possible in the current cultural climate. Ideally through a community association and an engaged city councillor.
City of Calgary should listen to peoples complaints and concerns. Concerns have landed on deaf ears. No action.
Again nothing will change if the law does not work. We have a lot of them but a few only is working. Put the attention to RTA. Many tenants require the professional help how to manage money and life. Without the executive branch this is not working. So each landlord and tenant must pay per year to run this service. If i say what many of them lives in junk in 21 century , in Canada i will say nothing because need to see. It is difficult to explain in a normal language . And they make kids .
More than just pretend involvement
community associations, open houses.
Better outreach and involvement in decision making
Not allowing complaints to overshadow the positives. If a complaint comes in constructive well thought out solutions and options should be discussed. Example- bike lanes put into community. As pilot. At first there's so much negativity to change. But concerns get heard and adjustments made and we improve from complaints versus people saying get rid of them. Because they are really important and helpful. Adapting them is needed, not getting rid of it.
Better engagement with local HOA
Better fund community associations. They're expected to do all the legwork (as volunteers!!) and raise all their money. It's not realistic for many CAs which is a huge equity issue.
Put yourself in the other persons shoes, no ageism in designing what is safe and comfortable and resilient in a community.



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Our community association and the city seems to have a broken relationship. We live in a less affluent community, with more transient population, some diversity but not enough. We are small and not very dense. We need to get representation of the newcomers, those who are homeless, those who are struggling. I'm frustrated when I look at your engage page and our community isn't mentioned there at all. Communities who have already gone through revitalization are getting the attn. Makes me mad.
Let people have a say in how their streets and neighbourhood are designed. Make neighbourhood a places wheeler people can live, work and okay.
This one is lost on me. The residents of Oakridge have tried countless times to get speed reduced on 90th ave as its unsafe. But nothing seems to be done by the city, police, our council
Community boards would be a natural fit. They are established, have websites and newsletters and can work with local businesses to raise awareness. Residents who want a say can become involved or submit their input like what I am doing now. You could create specific topics people want to provide input on. Although I love the idea of street hockey for kids, there are kids and their parents who don't move when cars are coming. This results in some yelling by drivers about the street being for cars
Community Associations need to be stronger. In my community the RA is stronger and pushes out the CA on some things traditionally done by a CA.
Through community events
They can expect the City to implement its policies and hold it accountable for often not doing so.
Not sure
Consulting and engaging the right people. The pilot project in Panorama Hills failed to contact the Northern Hills Community Association and instead contacted the Northstar Residents Association, which they call Panorama Hills Community Association in documents. How can the City be so incompetent?
Engagement such as this, forums, community leagues, etc.
I'm not sure I understand the question. Offering virtual town halls could be a good option to share info and get feedback. Facebook Live has also been a good format for provincial politics and could work for city council. We need to hear from experts who specialize in reinvigorating communities in these ways. Many residents have never seen what our city *could* look like, so imagery showing those hopeful ideas could go a long way.
Get involved in the decision process, identify points of the neighbourhood that they see could be improved.
ban HOA's
Identify areas of poor street design within the city and center those taking transit, walking and biking over those driving.
Town hall style meetings, embracing collaboration and compromise.
I suppose if I lived somewhere where cars weren't lauded I'd have better luck. Why did I move to Calgary ? I hate the lack of bike access here.
Try to help the homeless. It's getting scary going downtown these days with homeless [removed] starting to form.
When communities are being created
The best decisions are usually made by leaving residents out of the decision-making process.
Community input gathered in ways to engage a broad base.
We need the city to help work with us. Listen to what we want and tell us why that can't happen or be willing to push the envelope a little bit if we think we can do something great!



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Remove community halls meetings from exclusively being in their buildings and put them online and into online surveys. Give community members additional time to give feedback (3-5 days) instead of one night only. We're busy, it's not that we don't care. I wish I was able to give more input into my community. Also, tax community members for community fees. For \$5/a month my community could afford valuable upgrades. Older neighborhoods should not miss out on funding!
Community meeting
community association
Bring block watch back into action. It was a great way for people to feel part of something and to focus on safety.
Have the information to make an informed decisions about our community
Community association
Spend your money on hiring the world's BEST city staff. Such an accomplishment isn't achieved on the cheap, but the vision and understanding of what makes for a great city of communities will result and you won't need to waste time asking for a million conflicting and incomplete opinions.
This is a good start. Other than that, the city should do its job and implement human-centric design.
Community meetings Surveys
Community groups that must be signed up for, more virtual meetings, virtual Anonymous polling
Get out of their house. With the pandemic people are going mad and I under stand why? Now is not the time to add to their burden by increasing their taxes with your latest plans.
Perhaps try virtual workshops. Maybe outdoor pop up workshops in the summer.
Just be equitable. As in have City crews drive around and fix pit holes, water trees, trim trees, plant flowers, get rid of weeds. Instead of waiting for residents to phone in all the time. Be proactive, instead of reactive.
Get a planning department and council that is not made up of snowflakes and virtue signallers. If you were really serious about this you wouldn't allow areas with sidewalks on only on side it the street. Developers own the city planning department and this survey is virtue signalling at its best!
Regular community meetings at our local community centres
Every neighborhood has a community center. Meet and discuss. More importantly have the city pay attention and not always cater to one side.
The city should be pushing developers to design and build neighborhoods that have great streets, that are safe and comfortable. Then the city doesn't have to come back and add traffic calming measures.
Interaction with those who make policy
By becoming informed on the relationship between health and walkable neighborhoods, and the environment.
People are busy. In person, one day engagement sessions no longer work. Please use new methods to reach out, like a one week survey. Incentivize people with small prizes from other City of Calagry business units, such as swag from the library or a recreation centre gift card.
Please stop listening to the loudest screamers and gather broader opinions.
A sense of community and teaching young kids about road safety, and educating drivers on following road rules.
If any major decisions are being made in a community you must first get community feedback that represents at least half of the residents and has majority support in favor of making a change. Simply getting 100-200 people giving feedback in a community of 10000+ people and then making major changes doesn't represent the will of the people and is more representative of an autocracy.



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They can voice their opinions to the community association and councilor to come to a decision that benefits everyone.
Rely on experts in the field of urban planning. Getting residents to get together and agree is not usually fruitful. The loudest residents may not have the best ideas or neighbours interests in mind.
Community gardens and planters. Signage and decor.
Change the land use bylaws to allow for community input and not cater to the land or home developers.
By voting on what they want their immediate neighbourhood street to look like and not some citywide mandate and cookie cutter approach from developers.
Build community centers.
Have true open houses and workshops. Invite everyone and don't give special interest groups preferential treatment.
have information sessions as well as people going door to door to spread the word / answer questions
City polls and meetings for planned changes
Stop allowing their knee-jerk emotional responses to new ideas to control their willingness to try new things. It's a vicious cycle where we have designed communities in ways that enforce car dependency, which makes people feel threatened by the idea of dropping cars to the bottom of the priority list, so they lash out at such attempts and turn the conversation into an us vs them, drivers vs cyclists/pedestrians/transit users issue.
Advocate, not interfere.
Give each community collaborative maps and tools where they can leave feedback and give input on direct questions. (eg. show problem intersections)
have their elected officials listen to the expert urban planners and implement equitable streets
On-line surveys, communities associations, focus groups
What does this even mean?
We all paint together
My neighbourhood doesn't really have a problem, I always feel safe. But if there was a problem I would tell city council.
You can call 311 if you have a problem.
By talking to people about what would make this community better.
Um idk
It is really hard to agree on the same thing because everybody has there own needs and opinions. But you can ask everyone what they want and make the street fit everybody's needs.
Talk to each other and collaborate on ideas
I think we should chose the council to come and each week it would be another community they would go to to ask what they want in their community. Anyone and everyone in the COMMUNITY can come to share their thoughts and it would be posted on lawn signs and even social media etc
Idk
They could collaborate so we don't just have this one busy street the people have to walk along so it's not too dangerous.
They can listen to others ideas.
Bike lanes
They could make the streets more child friendly
Help the community and and vote for things they need.



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Outside get togethers
You can come together by improving business opportunities in the area.
By taking the politics out of it and considering all opinions. Above all else it should be the majority that rules.
Would be great if residents were given more city support to try different things out. It should be encouraged by the city and easy to do if we want change.
Safe, up to date community halls that have affordable community association fees.
Have the city via the community association organize input sessions from residents.
Through small block oriented groups, organized through the community associations
Through activities. Although discussions and town halls are great for information sharing, I really feel that working and playing together helps us break down barriers and "feel" the impact that coming together can have.
By making sure people can get around communities safely and comfortably.
Strong community associations that build effective and transparent communications and relationships with the city planning department. There will always be many interests to consider. I have lost faith in this process based on personal experience.
Stop allowing one 311 to overrule the silent majority
through community associations and local polling
Open discussions, surveys, and focus groups
Model off of successful communities, and come together at town halls to discuss
Vote on options
Better understanding non vehicular mobility or better public transit
Rally around exemplars, ideally ones that get created within Calgary. "A street where kids can play safely" is a fairly universal aspiration that eludes the vast majority of Calgary streets, save for a few privileged cul-de-sacs.
All residents should participate in their community associations. These are great places with rules about fair participation and passionate people to help make them happen.
Listen to community associations and individuals who are pillars within the community. Hosting a community feedback party could also work to get more people engaged compared to those who like to fill out surveys online.
I like the virtual townhall format
Discussions based on data, trust that change is good. Use of latest planning tactics that solve today's problems. Face to face discussions are best. Understand through examples and research that decisions made in the past may not be best to make again for the future. Discussion based on long term outcomes where phased approaches can be discussed
Idea boards, town halls, community meetings.
Why do they make the decisions? Should be resident input, but I'm no traffic engineer or urban planner.
Get rid of the artists looking for a handout from the tax payers. Lessen the administration, such as the cycling coordinator. Focus on the basics. We can't afford the fluff, nor do we want it.
town halls. more info collection like this survey etc. and most important someone in the city to actually read them and understand them and stop just looking at who can make a fast buck with yet more urban sprawl to fill just a few people pockets.
Education, work with CAs to run engagements to re-invision streets. Make it clear what the costs of parking and wide streets are to maintain.



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Ensure that developers are not allowed so many relaxations and can over build a site - destroying valuable green space and trees. This also creates lack of community when developers and City don't respect the existing residents. Classic example is the RDNSQ development on 48th Ave SW. city allowed developer to build 20 units when previously there were 4 residential homes.
We need well organized interactive sessions where everyone's opinion will be listened to. Not information sessions where everything is already decided. The people living/working in the community know what is needed, what works well, what needs to be improved. They provide valuable input.
Not interested in coming together. I oppose all forms of collectivism and that's what this is.
Regular meetings in community centers
My experience has been that the residents are definitely not making decisions or even informing those decisions in a meaningful way. There is a microscopic budget for this stuff so we are lucky to get scraps. Safety and comfort have not been prioritized. Suggest the city do the opposite of what it has been doing.
Due to the pandemic virtual options need to be available. This would also allow for people with mobility issues to be able to participate.
Local town meetings. Using space at community centres for meeting places. Outside and inside. Less sterile. More welcoming.
Ask beyond the community associations and the city elected rep. There are many unheard voices and unseen citizens that have much to add to the conversation. Seek them out and let their voices be heard and respected. And fix what seems forever broken / not addressed - proper timely snow removal, crime, aggressive/careless (unchecked) poor drivers every day. Get the resources in place and spend on that - it isn't flashy or special, but it matters most and is always forgotten.
Town hall meeting ,visual town hall meeting but you do have to have plan first to get the conversation started
I hate when city council makes decisions without asking residents like lowering speed limits! Ask people and allow them to vote.
Neighbourhood associations
With active community associations that are not so large geographically that multiple viewpoints become irreconcilable.
There seems to be a vocal minority that screams every time the city invests in pedestrian amenities or transit. Make sure decisions are made based on public will and not the will of a few well-organized people bent on maintaining the status quo.
Advocate for an increased budget to the Calgary Police Service. They are our biggest allies and the ones who can help make a REAL difference.
We must educate people to ensure that the road is made for both pedestrians and cars. Pedestrians do not have the right of way only in Xwalks. Cyclist should be forced to use bike lanes that taxpayers have paid for and not use the streets where cars have the right of way.
To be active and be a part of their local community association (I'm already on the board of Capitol Hill CA and we often have community residents voice their opinions on speed limits and making streets safer for kids)
Fix the pot holes so we dont go broke replacing suspension once a year



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Residents tend to have a NIMBY mentality - they like progress, but not if it directly impacts their status-quo. There needs to be a mentality shift, and part of that is enacting policies that make change a positive. Eg. new developments need to have adequate parking. As much as we want it to change, Calgary is (currently) a driving city, and developments that don't have adequate parking mean more parking spills onto the street. Force developers to create underground parking in their buildings.
To my knowledge there are already a number of instances of residents coming together for this cause. I believe the challenge lies in having the City acknowledge and act in the interest of these voices.
Residents usually don't know how urban design or street safety works. In our car centric city must people think streets are just for cars.
Blockage their streets and destroy all noisy motorcycles and trucks that try to pass.
the City should engage with community associations as well as the public
Engage with community associations
Voting online. Simple.
This process must be streamlined, and have less of a neighbourhood by neighbourhood approach than a city-wide approach, with less in-the-weeds consultation. This is the only way to build the type of widespread plans that connect the city and create networks of active transport (cycling / public transit). No one neighbourhood should be able to opt in or opt out of a plan that can benefit the city as a whole.
I don't know. Unfortunately, sense of community and looking after neighbours is not a priority for many people.
The city needs to allow the community associations to get engaged with the people. It comes down to the CAs being the voice of the community
Honestly I've found the best is our strong community association, making this a better area than I've ever lived in before.
Voting out council members every election so they don't get bought by developers.
Polls to have voices heard, town halls to discuss and implement with volunteer help
Call a community Town Hall meeting much like you did when considering the changes for International Ave. Also you had distributed city plans for rezoning Intl Ave and neighboring streets but no communication since then. It's hard to stay engaged with the changes when communicating ceases.
By including a diverse set of voices in their efforts, rather than following the lead of an "enlightened" few.
Getting involved and attending community planning events
Community Associations can be biased or run by people with very narrow agendas. Any community consultation or engagement must be aware of this and not just listen to the CA, but to residents more generally.
Consult inclusive groups
Surveys, community association meetings, open houses
Open community meetings/discussions. Leave City planners at home.
Community run organizations
If I knew, of be a very wealthy consultant, author, and speaker.
Any forums are self selecting for community activists and busy bodies. Roads are for cars. Sidewalks and paths are for people. Stop being stupid and do it right.
Community events
Block parties that welcome interaction and all ages
Community town Halls and online forums/surveys.



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I had no idea citizens had to say in decisions regarding safe comfortable and resilient communities. What does resilient mean in this context?
Community associations. Online surveys.
Community meetings that are online and recorded for residents who cannot physically attend meetings.
Residents should come together and stand up against city mandates for increased density and decreased automobile use/ownership. Your vision of 'resilience' is not universally shared by those who have to live within your idea of utopia. Stop messing with established neighbourhoods that are already resilient, safe and comfortable.
Get out there and say something to our local city, or community.
Communities should have autonomy (within reason) to direct the road use improvements made in their area. I live in Banff trail, and for years we've had a problem with cut through traffic, instead of fixing this the city made 24th more congested and we see more cut throughs. Cycle track on 24th is admittedly awesome, but it goes without saying that slowing a main traffic route is going to cause those drivers to find short cuts.
They should come together to explore other areas for children to play that aren't on the street. For example school playgrounds and parking lots, community centers, backyards. There is ample place for children to play that doesn't involve using a road.
Polls
Design for the most vulnerable users and all benefit.
Leave politics out and encourage interactions. But government needs to stay out. Ensure we are safe. Police communities for all our safety.
Make submitting requests and getting decisions cheap and convenient. Too much red tape destroys participation in local governance.
They need to be informed about the reasons decision are made. There is too much misinformation out there.
The issue does not seem to be how residents of a community come together, it always seems to be that the needs that these residents and communities express are often not listened to by city planning committees because they don't check a pre-determined box.
First off nothing anyone in our city says but our elected officials seems to have any input on the future of our city. This has been shown in many housing, road and infrastructure developments around the city, where the vast majority or individuals that showed up to public consultations were outright ignored for the interests of the developers or furthering councilor policy.
Community Associations should be listened and be given more weight than is currently happening.
I think the residents need to organise themselves, but perhaps city employees could be consultants for how to advocate, to give information about city planning
I think residents need to be shown good examples. But residents are also not experts trained in planning and thereby shouldn't be held accountable for a successful street design. Our planning departments need to adopt good planning practices. We need bold planning that breaks our addiction to a car first mindset
Just that come together. Smaller community parties or groups. Not just the giant things at the community halls
part-take in discussions or surveys.
Share this link, talk about it with others and encourage activism to enhance our city.
Both online and in person are important for many groups to feel heard. As a parent with young children I can't go to a information session at 6pm but I can go online.
Meaningful engagement from the city that proves we are being listened to.
Stop wasting people time with this [profanity] and manage the city
Virtual and in person options



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Meetings in communities
Survey
Think about your neighbours and their safety
There should be open consultation with residents in neighbourhoods where change is proposed; including lots of very public notice about informational, in person meetings and more than one meeting as the plans evolve.
Expect the City Counselors to use common sense & govern civic affairs. Let the citizens be responsible for their own lives...we don't need nannies & endless restrictions & ridiculous bilaws!
The city and councillors to actually talk with their communities.
People need to want to contribute to their community. And city planners need to listen to them, not just pay lip service and ignore what each community believes is important.
Via online polls such as this one.
Belief in the idea that their input will actually be considered
Hire real experts and listen to the experts. Educate themselves on the best cities in the world, like Singapore. Smart city in Korea. The amazing walking and cycling in Netherlands. etc.
Regional development (or re-development) plebiscites should be studied. The technology currently exists for (lower cost) plebiscites by postal code, street, neighbourhood, municipal quadrant or city-wide. The city should explore that technology. Moreover, all discretionary development/redevelopment plans should receive 50% + 1 supportive votes of an affected area.
meet with City experts and exchange views, not just listen to a city presentation.
In-person open houses (hopefully one day again) and workshops. Community Association engagement.
Community associations, community activities.
Increased engagement and testing out infrastructure for community use; added community infrastructure (woonerfs, playgrounds and sport facilities, community gardens, etc.)
Proactive outreach by community associations, supported by the City.
The City needs to lead change and make investments in better streets. Council needs the political Will to make it happen.
I don't know
working with an advisory group rather than our community association. I live in a neighbourhood that doesn't fully represent my views on community planning, and don't feel represented by my CA.
Safety is number one... who cares about coming together. How can some wonky street art trump dead children who get hit at an awful pedestrian crossing. Just make all pedestrian crossings safer. Paint them more often, make them narrower with islands on both sides, and better lighting. They are all REALLY bad, and dangerous for kids to cross on their way to get to their bus stops.
Have a meeting place - somewhere where people can have a tea/coffee hang out and chat
Get off social media and meet in person
I'm not sure how best to engage or get feedback from residents, probably something online. I have the feeling now that the "squeakiest wheels" get the grease, while busy families don't have time or focus to engage on something like street design.
Having community spaces that are free from the expectation of spending money to be there would allow more people to mingle, get to know each other, and open up worldviews. More local and regular community opportunities for volunteering supported by a trained leader for things like cleaning up parks, building gardens, and having workshops for practical skills like how to use power tools, plan a household budget, etc.
Get the Karens out of city hall



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Community boards? Community committee
This works
Having community leaders help lead the conversation is helpful. I am one of many passionate community members who would love to help engage community members about creating a more people oriented community space. We need people to experience the difference though. Often their opinions lack lived experience because they've only known one way to do things. Entertaining and engaging education is important for helping change people's perspectives, many of which are founded in ignorance.
Do something well, get people to come experience the difference and they will want it on their street and be willing to get involved.
Have community be very transparent & have a voice
N/A
No front garages! Back lanes with lots of trees on the street.
Committees
You'd think it would be through their Community Association, but often they aren't representative. Perhaps if there were street/block parties encouraged where engagement was done with workshops (1 hr or less) explaining all the different types of things that are available and how to access them, that would help?
Utilize community centres and libraries in each community to have innovation labs or brainstorming sessions, like the one at the central library a year or two ago. I live in Huntington Hills and I never see such engagement, and there are tens of thousands of people living here.

Question 8

If you had time to read the policy, do you have any feedback? Read the full policy or the two page overview.

Add your input.

Stop wasting money on this idea.
I have not read the full policy
We need to move the needle on infrastructure improvements - they should not only be for safety, but to INVITE and Encourage active transportation. We must Crosswalks are more than paint. They should all road users what is valued. Also, we must make these planning decisions based on USERS - so if everyone carves a certain path - lets find a way to make it inclusive and available to all
Your options below , question 10, are all part of what you want to do(!), very one-sided; not reflecting the opinion of most of my neighbors who are seniors and young families, guess what: they drive! it is evident that you want all cars off the street. I got news for you: we have 7months of winter and most seniors drive because the sidewalks are mostly dangerous because no one cares about clearing snow! Some streets have become safer, but you create congestion!! (more emissions than before)
Question 9 below needs to be redesigned...why 5 responses? Ridiculous, most of these are not necessary and the City of Calgary needs to STOP spending money needlessly!



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I have read some of it. Again very idealistic ideas that do not Reflect reality. Putting the cart before the horse
Wide roads in residential areas encourage speeding, creating narrower roads with tighter corners will naturally slow vehicles down as drivers have to take more care in order to not hit parked vehicles
Stop slowing down traffic and spend the money educating parents and children about street safety.
Acknowledge that 6 months out of the year Calgary has winter and winter impacts who is using the roads as well as requires ease snow removal as a planning factor. "Fun" as a significant planning consideration seems ridiculous.
Your policy is punitive to drivers and assumes our children are too stupid to cross the street. This is not a survey as it does not allow people to express their dislike of your pending policies.
In my opinion, we need to enforce community speed limits better. And if policing the speeds is a problem, speed humps is the fix at the beginning and end of each lane. Yes, people will complain but safety has no other way to be enforced by one and all. Every other method will have someone who doesn't honor the expectation.
I chuckle at the the next question "if people slowed down the city would not need to invest in streets. Answers why the ludicrous 40 k rule. Where are your thoughts coming from? What a loaded self serving question
You need to define more of your terms and what they clearly mean for Calgary. "Street labs" for example, looks like something that has been used in New York (totally non-applicable) and Edmonton (known for urban failure), would be expensive, super trendy and used by few or none at first and then left to graffiti artists and junkies. Traffic calming measures didn't work the first time and cost huge money. Why would they work this time? Not properly explained. Could go on and on, but you're not in
Streets are for transportation ! City parks, churches, recreational facilities, schools, are all that's needed in a community. LEAVE OUR STREETS ALONE!
Yes, I have read both. Both are very out of touch and biased towards a minority of Calgarians and a minority of communities. Why does this policy reflect communities where the majority of Calgarians currently live and prefer to live (outlying communities). These are the majority and provide the majority of taxes to fund this initiatives. These policies should reflect their wishes.
2 page overview
See my comment above. Calgary will never be Amsterdam, thank God
Not everyone lives in a single detached home. Some of us don't have yards
I'm not sure this policy is a good use of taxpayer money
Everything is well articulated and would love to continue seeing growth in the areas listed.
This project is environmentally unsound. By forcing and directing traffic by reducing shortcutting, you increase congestion at traffic lights causing more idling, burning more fuel. Remember that every intervention has consequences unthought of. Roads are for licensed, registered and insured vehicles. Stop giving cyclists a free ride. Require licenses, registration and insurance for all cyclists using Calgary streets.



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The City is investing far too much time and money on frivolous wish lists and should be focused more on maintaining infrastructure and clearing roads.
Fix the streets and sidewalks you [profanity]!
the policy overview has very noble ideas, more respectful for a temperate location. Given that our streets are ice covered skating rinks for 4-5 months (or longer), most people are using the streets for getting safely and comfortably from residence to destination and return. Designing the streets should also look at shrubs/trees that block safe viewing, and certainly enforcing the traffic laws is critical in safe streets.
I feel safe. I don't feel calm. More trees, green spaces, places to cut out the city make you feel calm and hence safer
None at this time.
36 street NE is the worst in the city for drivers and pedestrians.
I really think we need to be able to drive well on main roads and people would not cut through quieter residential streets the same
I'm not seeing change in the two page overview.
Our nearest mainstreet is Fairmount Drive. I don't think it was ever intended to see as much traffic as it handles. I'd like to see a bike lane extend the entire length of Fairmount Drive all the way to where it meets Bonaventure and all the way up to where it meets Centre Street. There are loads of schools and parks and recreation centres near or along Fairmount Drive. This wouldn't be hard to do it would, however, take courage as it would mean one lane of parking would need to be removed.
Consider rezoning residential properties for mixed use (commercial and residential). Intention so to create more accessible shops and provide more avenues of property tax income to support the city and communities.
I like it.
How did traffic calming become such a focus. Reduced speed limits were just implemented. Where is the feedback on its success?
I wish you a good luck in this project.
Seems like just another unnecessary expense, you should be cutting spending not looking for ways to spend more unnecessarily
I support the policy as outlined on the two page overview
Not yet, but I will read it.
I don't think there's enough information on how the policy can be equitably applied to all neighbourhoods in Calgary. Definitely some neighbourhoods have more resources / opportunities than others. People in my neighbourhood are so busy just putting food on the table or they may be retired and not really engaged. They are working 2 - 3 jobs - who has time to be engaged, how do we engage them? Our CA does not represent the diversity within our community .



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Designated dog parks. Enforcement of picking up your dog's poop is not working and pathways and green grass areas are littered with dog poop. Designated bike lanes are safer options than sharing the road. Roadways are too narrow for vehicles and bikers. It's dangerous. "Sharing the road" campaign was not a great idea. Love the music in the parks, buskers etc. Community Food truck night got community members out. Set up more tables where people can sit and eat together. (Post covid probably)
Having playground zones set up at school zones has helped but may not be in middle/junior high schools. Kids of all ages still use the facilities and grounds and should be protected.
The policy is not being implemented equitably.
There's not enough focus on addressing the biggest problem for community streets: car traffic. The principal objective, as in international best practice, must be to drastically reduce car volumes and speeds. More so than the policy, the implementation strategy has to up end the status quo where all decisions are viewed first and foremost from a perspective of driving. Power needs to be taken away from traditional Roads traffic engineers.
NA
Speed limits are not the problem, those who speed will do so either way. Visibility & peoples desire to be out in the community/outside should be prioritized over speeding ... focus on positive reinforcements like incentives. Vs. Negative reactions like speeding tickets/changing speed limits.
I'd like to see something that insists businesses have access from the sidewalk to the door that doesn't require pedestrians to walk across a large parking lot. Many of our communities have nearby amenities that are close enough to walk to but safest to access by car. This needs to change.
By your questions this survey seems to assume already that quick convenient car traffic is bad. This is the opposite of what is good for this city.
vague.
TL; DR
Spent time reading the guidelines for great communities and that was a huge waste of my time.....please don't make me waste more now. Clean up downtown and stop worrying about our residential streets.
I don't see ANY costing of the real climate cost of these policies. Detouring traffic for extra distances through the use of bus traps, lower speeds (and other tools) has a real time, money, noise, climate and air pollution cost, which is ignored. Does the City's declaration of a climate emergency not apply?
Community engagement and pride is important
I like how it encompasses all sorts of modes of transportation and users.
This survey is designed to get answers that support your agenda. This is not transparent
I think it's important to educate people on road safety, especially kids. It's great to have them feel safe about playing in the neighborhood, but having them associate the road with playing (art, or planters) may lead to them forgetting the real dangers of the road.



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The projects/programs should not be implemented without neighbourhoods having their say first. They need majority approval and ideally need to be part of a referendum city wide that goes along with a mayoral election. These decisions are too expensive and impactful to put in the hands of a few beauraucrats. This is a large change that may cost tens or hundreds of millions of dollars and will cost many millions more to reverse if it doesn't work
Noise attenuation should be a top priority for households facing/backing on to busy streets.
Walkable neighborhoods would be nice but most new Calgary neighborhoods fail. Too spread out and therefore much dependence on cars.
My time is very important...stop making these policies so long and confusing that tends to distract and I are design to confuse the average person. Use the "Kiss" principle.
We need more trees on our streets in newer communities.
How can pedestrians be the main focus of collector roads? It's sad that our taxes are going up to pay for something that few asked for.
In trying to keep pedestrians safe you have now made vehicle traffic unsafe by narrowing the road so much that 2 Cars can't fit across the width, nevermind adding in bicycle traffic. The curb bulbs are Completely out of proportion.
LOVE: Supplement traffic calming and other technical guides with an evolving understanding of children's mobility needs including aligning with Active and Safe Routes to School resources LOVE: Apply GBA+ models while serving residents, developing toolkits, prioritizing requests and assigning budget, to overcome bias Hopeful About: resident-accessible toolkits to change the experience and culture on their street
VEry interesting approach.
Some areas of communities need to be evaluated to make sure they can be cleared of snow in case of a huge snow event.
all fine but without traffic calming no one goes near the street
I think it's a good policy for now.
The policy is great.
Yes I think
No not really
No
I think it's a good policy.



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No I think it is amazing and the government did great with their rule.
I just think less trash.
Make it more friendly to commercial, there are barley any protections or rewards for businesses
Thinking of great neighborhood streets in Calgary and other cities, they are not the result of policies and legislation. They evolve based on a number of considerations.
I really like your new policy - particularly "by offering comfortable travel choices we mean streets where the physical design results in vehicle speeds that are slow enough that all existing and emerging modes can mix comfortably. " Here here
1) my experience is that community development is often driven by the vocal minority and many voices are not represented. How are barriers reduced so that all voices can be heard 2) I've seen retrofits, specifically bike lanes, put in but the set up feels unsafe. For instance, I'm nervous about riding on a bike lane between parked cars and the road as I have to watch for people opening car doors and the drivers on the road. Although more expensive, a redo would be better.
In keeping with the theme of my earlier comments, I would like to see some description of how the city's density desires will be balanced with this policy. What will that process look like?
This is an amazing citizen centered approach - I strongly support the flexibility to evolving trends, innovation and analysis of many factors to be considered when making decisions.
none
I agree with it all, totally.
The policy could be given more teeth with hard metrics. Samples: 1) Street geometry shall be updated to target vehicle speeds of 15km/h or less, regardless of the actual speed limit 2) Each resident shall require no more than two paths of vehicle access between their home and a collector road --> in some urban settings, residents have an abundance of vehicle connectivity with 20+ possible routes, many of which could be reclaimed as pathways and parks for pedestrian and cycling use only
Didn't read it yet.
We desperately need action on this immediately. I'm terrified to walk with my kids in my neighborhood.
I'm rather impressed. It is presented in a way that does appear achievable, and the content is clear and effective.
This survey, like most Calgary "engage" surveys, is so skewed, you are only able to answer the way the City wants. So manipulative and not what Calgarians want. I don't have 5 to pick for question 9, so I won't answer it. I disagree with all the options but one.
I have not read it i have to admit im just adding my thoughts.and ideas.



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Intent is fantastic, but it's difficult to know where this policy will fall short. That is the engineering manuals, and other limitations that already exist preventing actual action on improving local streets.
This all sounds great! Now the City will need to make sure this policy will be adhered to.
Hire Americans to plan your city. Americans know how to build efficient roads and highways. Canadian city planners are substandard.
Common issues citywide - equitable better snow management (plow everything sidewalks/road), less street crime, holding the few people (driving) poorly accountable (not more \$\$\$ redesign of streets) to make streets enjoyable. Transit unsafe sometimes/needs focus. More bylaw enforcement (off leash dogs, at large cats, and have the city act proactively not just complaint reactive for this). Focus on basics - not murals/block parties (city residents/business can manage that on their own).
The policy looks good hope you actually put into play right away
Using streets for playing is not safe
What is missing is any urgency to changing a pattern of high tolerance for pedestrian deaths and injuries. Lower speed limits, protected bike lanes, speed bumps, traffic calming, safe street design and vehicle design can all help reduce the number of pedestrian deaths and injuries.
Respectfully, these are all wonderful ideas, but superficial/cosmetic fixes. Please spend these tax dollars on sufficiently funding the Calgary Police Service, so that they have the resources to keep our streets/neighbourhoods safe, through patrol and proactive enforcement. Too many dangerous/aggressive motorists on our streets today, endangering our children. Art, murals, bike lanes, etc. is not what we should be spending dollars on, nor focusing our efforts.
There is not a lot of focus on schools/safety, there is focus on equity, but focus should be on communities and streets that advocate for the changes
LEAVE US ALONE!!!! We don't need you!
I see that there are resident intake/engagement initiatives planned. I encourage conducting these initiatives with an openness to change -- such as changing/expanding the toolkits (p. 8+) and the beneficiary personas (p. 4) as necessary to provide true representation. (As an example, wheelchair users need more than just well designed curbs to get around, and I don't see people with other types of disabilities represented.)
Actually implement the policy and stop designing roads for vehicle throughput.
Transit shelters needs to improve.
I think it's important to emphasize that arterial roads are exempt from this, but the policy as it is now reads too fragmented, trying to do too much. Isolated neighbourhood consultation also often leads to fragmented decision-making, as individuals with time on their hands can derail process in smaller forums. I'd like city planners (the experts) to make high level decisions on how to achieve this before consulting with the public
Did not read the policy. City needs to educate and enforce traffic laws to make our communities safe. City is looking for new solutions to old problems with existing remedies.



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None
The overview looks pretty good. Under "healthy", I might add "environmentally healthy", with all that implies.
The policy needs to work within the fiscal reality of the present, and NOT prioritize spending exorbitant amounts with minimal impact
Synchronize traffic lights. Enforce vehicle noise laws. Every crosswalk should have user activated flashing lights - right now it is inconsistent along Symons Valley Parkway.
what about streets that are used by neighboring communities to access their way in and out of those communities
The two page overview is full of typical wordy baffle gab from the City with statements like: "bias to action" and "Timely responses from Administration that demonstrate a layering of expertise and triage of problems with solutions". When has the City ever been timely in a response to citizens. I have a specific concern with "Play streets involves transforming streets permanently or temporarily in recognition that children and adults need safe and nearby outdoor play spaces". So, no green spaces?
No, I don't.
Seems like a good policy and I support the multi use aspect that also encourages cycling/walking. I have yet to see pedestrian safety concerns addressed in my area, however, so there's some catch up that needs to be done.
Streets are for cars, parks/pathways are for people and kids.
Glittering generalities mean nothing if not appropriately implemented. Green space means bush and hiking and not manicured lawns. Walking & cycling paths need to be cleared in winter to be safe and efficient. School grounds should be available as play grounds when schools are not using them. Green transportation needs charging stations for the flood of EVs coming. Plan for the 21st-century Resources and practices are not online for shopping, entertainment, commerce, and research.
To me the risk of talking about neighbourhood streets under one umbrella, but really meaning the collection Residential Street, Collector, Activity Centre Street, and Neighbourhood Boulevard, is that it seems to give licence to increase the density of activity and thus change the function of any of these streets. However I have only read the policy once and may have not digested it fully.
To design anything but for its intended use goes against anything any Engineer would suggest. Roads should be designed for maximum flow with minimal restrictions. It is not a road designers job to decide how to influence a community. If Calgary's roads were properly designed to handle predicted future population and not on how to restrict citizens based on current mayoral policies we wouldn't have ti waste more of tax payer dollars on study's that will ultimately be ignored.
City needs to work with school boards to plan road infrastructure that supports safe drop offs/pickup. In my neighborhood (Brentwood) local schools offer programs that draw kids from farther away. I believe this leads to heavy traffic during school start and end times, which is inconvenient for residents and unsafe for kids walking.



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The policy says a lot of good things. Believe it when I see it put into practice. "If people slowed down, The City wouldn't have to invest in changing neighbourhood streets" - Neighbourhood streets should be designed for the desired speed, not determining what the speed should be based on street capacity after the fact. Cars will drive to the speed they feel comfortable going
make more roundabouts where applicable to alleviate traffic and having cars stop at red lights
The policy is great but there should also be something more about aging in place or at least ones own community. It would be wonderful if there were more inner city retirement communities to keep families together, facilitated an appreciation for seniors at large and to add security for families and individuals as we all age that there will be a vital place for us. In my community of Banff Trail a seniors facility is trying to be built in 24th street. I wish my mom could have been closer.
YES!!!!!! I love that this policy is geared towards people and not cars. Kids, seniors, alternate modes of transportation all deserve consideration too.
See above
How about cars on roads and pedestrians on sidewalks.
Two page review
I find the policy full of many vague descriptors where it is hard to tell what is actually proposed. This needs more defined plain language about what you are actually contemplating. Question 9 is ridiculous. You force us to choose five when we may not agree with 5 of these comments. Then you do not leave any space for further commentary. Do you want people's real thought or only if they fit your agenda?
See above
Yes this is awesome. I am happy to see the City of Calgary taking the initiative to help drive Calgarians to all pitch in. I am very impressed by the City's website, as I am able to access everything from Greenline LRT information, to assessments, and more.
I would like a list of the planners/designers and their currant professions and ages.
Street art should use non-slip paint, cycling over large painted areas on wet roads is dangerous
3.1: replace "give high priority to pedestrians" with "give highest priority to pedestrians, followed by wheeling, then transit, then driving" Throughout: replace "all ages" with 5A (like biking policy) Make it clear that all changes to neighbourhood streets, as well as new ones, MUST meet the principles and requirements of the policy. The city can't let retrofit opportunities pass by.
All traffic light crossings at huge intersections, that have 6 lanes or more... should have 2 pedestrian buttons... one for people walking (ie 40s) and one for half time (ie 20s for cyclists). Next... add roundabouts to existing communities especially at T intersections. Next... make wide roads narrow at pedestrian crossings, via islands. People shouldn't park on either side of a pedestrian crossing for 5m... put a 5m long curb or planter or island in place at all pedestrian crossings.
Read the two pager - looks like a good start



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See above
Snoooooow - make the plans work when there is ice and snow to be mindful of for HALF THE YEAR!
making people oriented streets instead of car oriented spaces is a good financial decision for the city. I didn't notice much in the policy overview how it is more affordable to build for people than cars. I didn't see any things about how car oriented roads contribute to the climate crisis either. Apologies if it is in the full policy and I just didn't read it.
I haven't had a chance yet but will definitely read it.
Don't raise taxes to "improve" streets.
Two page
Communities coming together isnt the Cities job. Stop letting developers build poorly designed communities for maximum profit. Build communities for people. Invest in transit. Invest in snow removal. The issues we have stem from a systematic problem of poor planning. Neighbors coming together won't fix that.
No
<ol style="list-style-type: none"> 1. "Timely responses from Administration that demonstrate a layering of expertise and triage of problems with solutions"; does this mean timely responses as in action, or just as in communication? 2. The word "coordinated" re: a response to resident requests seems to be missing. It's super irritating being passed from one department to another to get stuff done. 3. Are the inclusive engagements *in* the communities? 4. What is "GBA+"? It's not in the glossary.
I like the policy as it focuses on inclusivity of all street users, but at the same time gives advantage to the most vulnerable users. I am skeptical about the implementation because of the sprawl and the city's tendency to neglect established neighborhoods.



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About YOU – Demographic Questions

Question 10 – Demographic information

Professional Engineer who finds surveys like this dishonest and manipulative
I'm an artist interested in community engagement, social practice and public art. I work on contract as an Artist in Residence in CBE schools as well as other populations such as seniors and community groups.
Director of safe streets for KGCA

Question 11

Teacher? If so, please share your school's name

Sir Wilfrid Laurier School
No thank you
University of Calgary
Sir John Franklin
Holy Child

Question 12

If you're a student, please share your school

University of Calgary, Graduate student.
University of Calgary
University of Calgary, 5th year
Connect charter grade 6
Grade 6 Connect Charter School
Connect Charter School, Grade: 6
Connect charter Grade 6
Connect Charter Grade 6
Grade 6
Connect Charter. Grade 6
Grade 6 connect charter school
grade 6
Connect charter school. Grade 6.1
Connect charter 6.1
6
Connect charter grade 6
Connect Charter School Grade 6
Connect Charter grade 6
Connect charter 6th grade