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## Station Features

Screen name	Submission	Submitted
Ann	I would imagine demographics also change over time - not fixed?	5/17/2016 19:18
Dr. Haggard	Might be a good opportunity to look into solar panels as an alternative to traditional power.	5/17/2016 17:07
OakridgeRes	I'm very supportive of the SW BRT project in general. Please make sure that secure bike storage is properly incorporated into the staion designs.	5/17/2016 13:19
Gail	Do not put this travesty through 24th Street SW! We don't need it. It looks horrible and gawdy.	5/15/2016 4:27
LMD	The current and projected demographic in the area and expected to be primary users are important factors to take into consideration. For example, for a zone with a higher proportion of young users and families, bike racks will be more important than for a location with more seniors. Warmth, ease of access, and security will be a priority more vulnerable populations who don't drive (seniors & youth). Security becomes an issue in isolated regions and those with higher crime rates. If we can't have the best of everything everywhere then priorities need to be contextual.	5/11/2016 12:08
Station Features	do it once, do it right the first time. Each and every item is necessary either now or in the future but having all done at the same time saves on cost and inconvenience. Good luck	4/23/2016 11:18
Captain Moderate	Lighting may be necessary in some locations but please let's keep light levels and especially glare down. Bright light in these areas can impair vision of drivers and make these spots less safe for pedestrians. How about red or amber light for those shelters that need light -- easy on the eyes.	4/23/2016 7:42
Federico Pena	All of the listed features are nice to have, but the stops should at least have shelter. The stops at the 24th Street and Shepard Road traffic circle on the 302 route have nice big concrete pads, but no shelters. It might not be highly trafficked, but the area is on a hill exposed to the elements with lots of heavy truck traffic kicking up dust and spray all the time. I understand it is costly to be putting shelters at every stop, but this is one spot that needs them. It doesn't need to be anything fancy.	4/18/2016 11:38
Resident	There is already a washroom and turn-around area in Fish Creek park 1 minute from the terminus station in Woodbine. Could this be an option instead of building a traffic circle and driver washroom? My concern is the washroom adds a target for graffiti, will cost unnecessary \$\$, and does nothing to preserve the pleasant view of the playing fields. We have already had a cell tower imposed there.	4/17/2016 10:43

Micheal J.	BRT Stations should feel like part of the surrounding area, welcoming, and be friendly.	4/13/2016 12:40
aquamann88	It would be best to avoid too much glass that can be easily shattered like so many of the current bus shelters. Some other design is needed to avoid all the damage that I see so often around the city.	4/12/2016 20:30
Mr	Calgary currently does have a "live" (updated every 1-2 mins) bus feed. Not run by Calgary transit or the city, but it would be nice to have incorporated into the system. ( <a href="https://transit55.ca/calgary/map/">https://transit55.ca/calgary/map/</a> )	4/8/2016 17:56
TC	Need to get the Connect system up and running too - it seems to have been forgotten. Look at the systems that other cities already have successfully in place	4/8/2016 14:15
R	Please make sure there is a full transit map available with the routes on it around the city, so you can look up your connections, and proper signage to know when the next bus is coming, along with a paper copy of the set time table of the bus arrival through out the days of the week. Also this <a href="http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili...">http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili...</a> it is a live feed of transit in the city of Berlin, Germany. If this is something you can build into your current budget that would be a way to show Calgary is on a leading edge to make transit more future orientated, that would be amazing. Berlin has a great system at their bus stops and train/tram stations. Why reinvent the wheel when there are plenty of systems out there that work very well, just need to look into those systems. If you could speed up transit, in the respect of how often busses come would also be beneficial, every 20 min in non peak hrs is not efficient, every 10-15 min would be more realistic, for people would bring about more people to use it instead of their cars, because then it could be just as quick, takes more cars off the streets and in turn can make traffic for transit quicker and more on time to make it to the stops along the route. Shelter from the cold is important. The transit map needs to be covered as well.	4/7/2016 11:21
JW	BRT Stations are red which makes them easily identifiable for new people to the system. The app and buses need to be more accurate. Nothing like watching the app count down for 20 minutes then suddenly with 2 minutes to go it jumps back to 20 minutes...	4/6/2016 19:25
NVM	BRT station must be safe for commuters, and the bus must always be on time. Stations need to have free Wi-Fi and an emergency phone line.	4/6/2016 18:09

Ryder	Another quick comment, it would be important to provide washroom facilities at least for some of the stations, right now the public transit in Calgary suffers from a lack of washrooms. And again to encourage cycling, the occasional drinking fountain should be provided.	4/6/2016 17:15
Ryder	To encourage cycling to the BRT it is necessary to ensure that there are adequate locking facilities for bicycles, and that they be secure both from thieves and from the ravages of the weather. Another nice feature would be a street bike repair stand, such as they have in Canmore, and Bragg Creek. These street bike stands also exist in Toronto where they are sponsored by Steam Whistle.	4/6/2016 17:10
Kate	Can't wait for this!	4/5/2016 19:42
Anna	Each station should be designed by a different firm so we get something interesting going on in Calgary.	4/5/2016 13:11
Magda	We have to think long term and what we build today will be a testimony to future users of our ability to think forward. Long term more expensive solutions have the potential to lower operating cost and extend the life of the infrastructure and typically provide the lowest life cycle cost. Certainly permanent structures should be designed to be aesthetically pleasing and set the standard for the community, and surely we can use local designers to provide locally inspired and future looking reasonably priced designs.	4/3/2016 8:15
Amy	There has been so many accidents, stabbings whatever the situation is. Crime rates has gone higher for Calgary, therefore security is the most absolute important. Especially for students like myself who stay at school until 11PM at night to study but feel a bit unsafe to get home because you never know what could happen. Just like the stabbing that had happen a couple months ago at Brentwood station. It's scary!!	4/3/2016 1:18
Gary	The problem is that when you have fancy architecture sometimes that cost extra money with design fees. There are some amazing bus stops I have seen in Europe but they have been designed by expensive Architects and can cost an arm and a leg. Even in a large city like Calgary there's a lot of funding priorities that can take precedence over the design. If the community objects, they should have to pay part of the charge to make the station look pretty.	4/2/2016 15:10

Gary	<p>how about a stop request system? On Crowchild Trail north of Memorial Drive there is a button you press to notify the driver of the bus to stop to pick you up and it has a light or some kind of beacon on the top. I understand that it would be difficult for an articulated bus to be able to get to a stop but is there any way that that can system can be added because there's too much space between the stations? I've often wondered if they could have a stop request system throughout all of Calgary and not just designated bus stops where are you just stand next to the pole and press the button to get the bus. One other thing I will say is that I cannot afford a smartphone and yet it seems in this society that everything is run on smartphones. Calgary Transit needs to realize that there are people who still rely on paper copies not just on smartphones. Low income people such as myself as well as seniors cannot afford these fancy gadgets which are expensive.</p>	4/2/2016 15:07
Sarah	<p>I'm really curious where that 20-25% figure comes from. As a resident of the 'affected area' I need and appreciate better transit services, they don't seem unnecessary to me. As a taxpayer, its pretty clear to me that investing in transit is less expensive than building and maintaining roads for cars.</p>	4/2/2016 8:36
Sue	<p>I would like to see proportionate structures and thoughtfully integrated architecture at the stops in residential areas. The aesthetic should complement the adjacent areas. Take cues from the buildings that surround it; the structure can be easily identifiable as a public space and, at the same time, blend. I found the options for station design on one of the display boards a stark contrast to the surrounding community where primary adjacencies are residential. I believe that rider comfort and safety is of paramount importance. My mom, 63, used transit for the first time today! She navigated her way home on the train and bus and was surprised (and very cold) upon her arrival home because of how long it took and how long she had to wait for a bus to her community. I share this story because I see my mom as the 'aging Calgarian' described in the engagement material, and protection from the elements and a feeling of safety comforts both riders and their families.</p>	3/31/2016 21:35
BlairCalgary	<p>BRT stations must be designed into the space. This may differ from station to station. The user must feel safe &amp; relatively comfortable. Transit is a mode competing with cars; if you want a person to choose transit over car, you must make a creditable case for it. Adequate lighting, a call button &amp; security camera can all help a user feel safe in a place. Also, the more people you attract, the safer it is and feels. Bike parking is part of the 'sell', it must be provided because it compliments public transit use by taking people out of single occupied vehicles.</p>	3/31/2016 12:50

Annie	You will balance the needs of transit customers but not the needs of directly affected residents? Thanks for making it perfectly clear that you are only taking into consideration the needs of 20-25% of the people who's daily lives and quality of life will be greatly impacted by this overpriced, unnecessary social engineering experiment.	3/31/2016 8:59
Sam	It seems ridiculous that the City would even ask how important a "well lit" station is. These are not even negotiable, and the stations need to follow CPTED principles for crime prevention so that riders can safely wait. Also with regards to the protection from the environment - None of the designs show a backwall or any protection other than a giant canopy and an enclosed box. This is not Vancouver, where rain is the problem and a giant open canopy is all that is needed. This is Calgary, and if you've ever waited for a bus for 10 minutes you would understand importance of wind protection as well. Not to mention, there are hardly any benches in the design. There needs to be more seating.	3/30/2016 15:11
CCD	BRT routes should not have time checks/stops. In peak times the next BRT is minutes away, so it really is odd to have a bus stop at a stop and wait because they are 'ahead of schedule' or have a planned time stop.	3/30/2016 13:37
mary	Please provide ridership numbers for the current routes. I use the airport BRT and very few people use it. I feel in the current economic climate we will be hard pressed to pay for new roads and stations. I personally would like more frequent buses on existing routes. We presently have 4 or 5 buses running from the LRT to MRU. Once the ring road is finished 14thST. and Glenmore should not be so congested and Express buses in rush hour should be a more economical option. I would like to see a model of the proposed BRT route. I am disappointed that the open houses are cancelled. I have always supported public transportation as I grew up in Europe and have used it both here and there.	3/29/2016 22:12
Barb	The multiple choice format is quite limiting. It doesn't allow for the reason behind the answer. For example, I am very concerned about the noise factor from "real-time" traveller information. I would be fine with a digital screen of some sort, but would not want PA announcements. As others have commented, it would make sense to have different types of stops in different locations. One-size does not fit all. Asking questions like these, without providing a budget for each alternative, cannot provide accurate feedback for the City. I might like to drive a Mercedes, but I can't afford it. The City can't afford all the top-end options either.	3/29/2016 21:36

robdickinsonAB	<p>The design of the bus station should fit appropriately with its location. For example, the Woodbine location, Glenmore Landing location and Heritage Park location may all require a different look to fit nicely into what exists around there: residential, commercial and historical sites. These bus stations will be used by more than just the BRT route and are at key locations, so it is important that the design is practical, as indicated in the information provided. Protection from wind, rain and snow is important. Heat, lighting and security features are important. Balancing the cost of these items is necessary, as the more customer-friendly these stations are, the more likely people will take advantage of this improved transit service. Given that people will be connecting to these key bus stations via other connector routes, walking or cycling it is important that the stations accommodate this. Reviewing existing routes and how they connect with the BRT stations, ensuring pedestrian access is available and accessible by all (seniors, disabled, parents with strollers, etc.), providing the option of bike storage on location and ensuring the buses on the route have bike racks are all aspects that should be considered in station design and service delivery.</p>	3/29/2016 11:54
Joannie	<p>Covered stations that are shaded from the sun would be nice. Glass roofs are horrible in the summer and provide no shade from the sun.</p>	3/29/2016 11:51
Marina	<p>While we think how to improve the existing bus stations, there are lots of communities with no covered stations at all. I understand that this may be a community issue, but I also believe that the city should help with this as well. Thank you</p>	3/28/2016 17:08
Jay VanderGriendt	<p>Excellent survey, however it doesn't discuss the cost of any of the options. For example, yes it would be nice to have great looking, heated, sheltered stations, with ticketed vending machines in well lit environments, however that doesn't mean that the City of Calgary can afford to offer this. It can be misleading when you offer survey's like this, without associating the cost involved. People who take the survey indicate what's important to them. The City of Calgary takes the results and justifies the cost based on the demand through increased property taxes. If you outlined how much money was involved in each scenario, it would completely change the results of the survey. The way money is spent by city council is extremely important to Calgarians, but as been completely over looked in this survey .</p>	3/28/2016 16:46

Robyn in Woodbine	I am very supportive of the SW BRT Line, and look forward to using it on a daily basis to get to work downtown. I don't think that bus stops need to be elaborate, but should include the basics that ensure accessibility and comfort for all ages (ie benches, shelters, concrete pads, security features such as lighting, etc). To have real time schedule updates is really great for being able to know when your bus is coming. I am satisfied with the documentation provided via the Functional Study, Route Ahead, the Calgary Transportation Plan, and feel well informed, and look forward to being a regular patron of this service!	3/28/2016 12:37
Mary-Anne	Of course bus stations need to be safe, protect us from our severe weather "events" and such, but since I believe the whole project in a bad, hugely disruptive and costly "band aid" idea, how I'd like the bus stops to look and feel is irrelevant.	3/28/2016 11:20
Ronya	I have to agree with all your points Shirley. Well put.	3/28/2016 10:41
Édouard	I think it's important to have a BRT station that is beautiful and functional for both the customers and the neighbourhood. Having grew up in Bordeaux and lived in Stockholm and Montréal, I know that the public transport services spend quite a bit on ensuring each BRT station has adequate shelter from the elements, realtime bus times, signage for queueing up, and long benches for waiting. I think especially in Calgary, for there to be a reliable and popular BRT system, there needs to be all of the things mentioned, especially in the chill of winters that we get here in Southern Alberta.	3/27/2016 21:34
Woodlander	Bus "stations" are a waste of tax dollars. Bus "stops" meet the need at a fraction of the cost. Current Calgary Transit bus stops with shelters are more than adequate in providing shelter from weather. Real time traveller information can be readily accessed by smart phones. Ticket vending machines are unnecessary as the overwhelming majority of riders have monthly passes, tickets or change.	3/27/2016 14:29



AFH	<p>It is not possible to make an informed decision or offer constructive ideas and solutions without relevant facts and data. Real time traveller information, heated and well lit shelters, bike storage and ticket vending machines all sound lovely but at what cost? When I am purchasing anything from a pair of shoes to a vehicle or a home my pie in the sky wish list rarely falls in line with my budget. It is at that point that the cost of desired features are weighed against the cost of necessary features and an informed, intelligent decision is reached. The city has not provided the cost for any of their proposed options therefore any feedback regarding desired features must be taken with a grain of salt. Give us the facts before you ask for input if you truly desire meaningful collaboration. Then again I doubt the City actually does truly desire or will even consider any feedback that does not fall in line with their predetermined "done deal."</p>	3/26/2016 14:19
Shirley stuck on 14th	<p>Speed up all the traffic. Don't just add bus lanes especially past pump hill &amp; eagle ridge where there is no ridership. Increase length of green lights on 14th St. SW. Re-paint lines on Glenmore west from 14th SW to Crowchild N so there are two lanes of traffic from the flyover to Crowchild. Put in that direct route to Mount Royal up to the Foothills Hospital &amp; University. Put in better routes, more frequent busses, not reverse routes such as 16 &amp; 84. Stations generally not necessary for a bus route. Well-lit bus stop under a street light, with schedules posted would be great. Optional, not really needed: One partial low wall to break the wind, straight sloped low roof to keep off rain 4' x 8' space - non breakable. Add bike racks to front of busses, not bike storage. High priority: transit which is economical. Low priority: transit which is artistic.</p>	3/26/2016 10:49
Henry H	<p>Why does the City put forward these plans without any reference to costs? First no project should go forward without a detailed cost analysis including revenue and capital cost. These are disciplines which are sorely lacking in City planning. All we get is a proposed cost which nearly always is grossly exceeded.. The taxpayer is expected to provide a bottomless pit of money. I have sat on a City of Calgary advisory board and I witnessed what I considered to be shameless expenditures.. It is simplistic to ask people their preference without reference to costs. I.E bicycle racks. How many would be appropriate 50 per shelter.??? How long would the bicycle stand be?? 20-30 yds. Heated shelter?? Great for homeless people and drug addicts on a cold night.. How would prevention of 2 or 3 buses on the same route trailing one another as happens now?? Lots of questions still unanswered</p>	3/25/2016 15:14

H Min	<p>The over riding issue for me is the potential for vandalism I see it so overt in residential areas. Apparently we have no way of identifying and making juveniles/young adults pay for the fun derived from vandalism. Why offer them more to destroy in the way of canopies, heaters, ticket machines, electronic notification etc. They don't pay a dime, Calgary taxpayers are the only contributors. Frankly, I 'm sick of paying for the terrific Toronto system that gets huge federal \$\$\$\$. If Calgary wants to join the 21 st century think about Octopus cards available at every convenience store like a prepaid credit card. We should be able to get up-to-date transit info from a cell phone app. Place stops adjacent to street lighting...takes better planning eh? Why wasn't this thought out when LRT was planned? Never heard of winter? never heard of women being attacked from transit since daylight ends by 5 pm in winter? never heard of phoning other cities to ask their major problems and how they were overcome? Nope! You've encouraged urban sprawl without examining the consequences. The foolishness at city hall is not to be believed!</p>	3/25/2016 12:00
Rob G	Look and feel, and the real-time traveller info are the most important to me	3/25/2016 9:55
J	Consider materials that weather well with our climate. Wood takes a lot of maintenance to look as good over time as when installed, but this might be a faux wood material? As well many are wary of specialty glass replacement costs, with the news of the Peace Bridge issues recently.	3/24/2016 23:15
Cf Masterpiece	It doesn't even need to be real time traveller information, it would already help if there were a timetable at every stop, or at least (like in Rome) the time of the first and last bus of the day posted, so people know whether it's worth waiting.	3/24/2016 17:53
Jgauthier	stations could often be strategicly placed so the sun is able to help heat the riders	3/24/2016 12:14
Michele	Having secure bike storage will allow users the option of integrating exercise into their day seamlessly. Also allows the convenience of local stops (drug store, a few things from the grocery store) to be rolled into commuting. This helps to address the flexibility problem of a bus route that runs infrequently. There would need to be security at the stations to reduce theft but I have seen bike lockers in other jurisdictions. Thanks for asking for input, we have two year round transit users at our house and care deeply about these subjects.	3/24/2016 11:57

International Avenue	Security (cctv) lighting and heated shelters number one. Appearance of the station/stop is important. it's function with the environment with local business must be seamless. This is about 17 AV SE, don't cut corners in the east just because you don't hear opposition. Build it to last and make it a model for North America. Think of incorporating International station stop names to align with the International Avenue BRZ. Thank you for engaging Calgarians that want development in their back yard!!	3/24/2016 11:08
Josh	Thank you for asking for feedback. I think shelter/heating from the elements is important in Calgary, especially in the winter. I don't care about the look of the shelters. I like the idea of bike storage, and think this would be great to implement at existing LRT stations as well. I'd love to be able to skip the bus ride and bike straight to the station, knowing my bike will not be stolen.	3/24/2016 11:05
Maria	keeping a balance between safety and not increasing light pollution unnecessarily is important to me. I wouldn't use a station I felt was unsafe, but I hope thoughtful lighting focused down and not up and out could be considered. The BRT can help reduce pollution, but light pollution should also be considered. Thanks!	3/24/2016 10:17
Jillian	A lot of cities around the world have all of these features so it is hard to decide what to chop if finances are an issue. Overall I would probably say "heated shelter" because we already cope without this luxury and I do wonder if it would encourage loitering. Overall this is a really exciting project	3/24/2016 10:03
Kyle	Ticket vending machines that take credit cards means that people don't have to plan their trip in advance - it is less common today to carry correct change!	3/24/2016 9:44
Jake	It would be great if say 25% of the bus stops were heated, say at the busier nodes. Thanks for the opportunity to provide input	3/24/2016 8:22
Totally against	I am totally against this project. The station at Glenmore Landing will look terrible, take away the small amount of green space already there and decrease property values.	3/24/2016 0:06
N R Sharma	One problem with the bus transit in Calgary is that most routes from local communities do not connect directly to the downtown which is supposed to be the centre of all activities. (For example, if I want to go to downtown, I will have to change bus at least twice before I can reach the destination.) As a result, not many people go there and after office hours, this cosmopolitan city it is virtually lifeless. Therefore, please make arrangements so that most buses pass via the downtown to different destinations. This will increase the activities in the downtown and create more jobs, and improve the local economy.	3/23/2016 23:02
Nathan	Appreciate the opportunity to provide feedback. The most important criteria for me is some protection from the weather while I wait for the Bus. Safety/security features would also be appreciated, though hopefully rarely used.	3/23/2016 20:21

Deanie	I think these are a good idea. The stations need to be as vandal proof as possible with regular garbage pickup & cleaning. I concur with the previous person that sight lines are very important and emergency phone lines imperative	3/23/2016 19:48
Ian	The planned safety and security features of the stations have not been adequately explained in this area. Such features, if explored more thoroughly, would give citizens a better idea of Calgary Transit's commitment to the safety of this new infrastructure. Especially important is the stations' visibility, in the form of availability of lines of sight within the station between passengers, adequate lighting inside the stations, and visibility inside the stations by passerby; visibility would help deter vandalism and crime in the new stations. Also important is the presence of CCTV and emergency phone lines for increased connectivity between passengers and authorities. Elaboration in and dedication to these areas would help ensure the safety of the shelters and CT's passengers. Also, CT's dedication to affordable and usable transportation should also extend to bicycles. The addition of bike parking and storage, especially locked storage, would go a long way in assuring this promise, as well as bike accessibility to the shelters in the form of wide lanes--and even, in the future, separate bike paths leading to and from the stations.	3/23/2016 18:44
filemanjack	We need the stations, and we need it yesterday.	3/23/2016 18:36
BW Dave	exactly, the technology is in your pocket and not required in the station	3/23/2016 18:20
BW Dave	It appears that the roof has an interesting design; would it not be more practical to be sealed tight like a regular bus stop against the weather? Have you considered the impact of light and noise from these shelters if you have 24 hour lights and announcement for arriving buses?	3/23/2016 18:18
D	These stops are low impact but still help to boost the profile of transit as a desirable and accessible option for everyone. Stations should be comfortable for user and well supplied with bicycle parking.	3/23/2016 18:16
Susan	I am in general support of the BRT concept. I firmly believe that relying on the SW Ring Road for transit would be a huge mistake. That road is designed and intended to transport trucks past Calgary. Mixing a large amount of transit vehicles with those trucks is asking for trouble. The BRT should get people moving parallel to the LRT on this side of Calgary, without undue risk of life.	3/23/2016 18:02

Chris Cotter	<p>thank you for planning for the long term future of Calgary. Effective mass transit is a must for every city and especially important for a sprawling city like Calgary. The BRT will be a good adjunct to the LRT system and permit communities that are not within walking distance to a LRT station, easy and fast access to the downtown core and other high destination locations, without some driving and parking at the LRT station ... Very inefficient. In order to invite high use, the stations must be appealing and safe. Not every one is into apps especially the elderly and that will be like that for at least another twenty years or so until the next generation, who are tech savvy, become elderly. So real time information within the station is critical and in twenty years technology will take us in another direction that no one has even thought of at this time. Debate is healthy and give new ideas; however, people must not think just of what the BRT will do to them but what it will do for the majority and not just in 2018 but also in 2038. To quote Richardson ..." None of us is as smart as all of us". B I</p>	3/23/2016 17:58
Eric	These stations should not be built at all.	3/23/2016 17:39
Ann	Context is important for these stations especially those that will be in or near a residential community. Light pollution would be a concern. Noise from a loudspeaker would be a concern. More detail on security measures would have been nice. Bottom line - low impact.	3/23/2016 17:05
Sylvia	The transit app already gives people a chance to look up real-time arrival info; it would be a waste of money to duplicate with digital signs in the stations. The question on security features is poorly structured - specific features need to be listed separately if we're to rate their importance.	3/23/2016 16:52
Peter Arato	Why is there a survey of features without any description of the features. As example "How important is it to have security features?" Well the answer depends on what those features are. Is it a guard posted at the station, is it CCTV cameras, is it a panic button. Some are useless others are affordable. Let's get some tangible proposed alternatives for every feature you want feedback on.	3/23/2016 16:33
Siblyth	I am opposed to this project! I am very worried about how this changes my community. I not sure that it will be very rapid with all these stations. I am opposed to any further development of Glenmore Landing. Where are the people coming from that will take this service. A new high rise was just built in Palliser along 90th Avenue. There is not anymore people waiting for the bus along 90th than there were before	3/23/2016 16:29

Tim Choi	With the Teletext service and busses already equipped with GPS, real time arrival displays at the station aren't that important as people can look that up themselves.	3/23/2016 15:31
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## Station Design 1

Screen name	Submission	Submitted
Applewood Resident	This to me seems the most functional bus station. I like the dynamic roof with mix material of glass and wood. But I'm worried at the lack of a bus shelter with walls in this design. What I hate about Calgary bus riding in general is during Winter when stations lack shelters to keep from the cold winds. At least provide a glass shelter or at least a glass wall to hide from winds. It would also be nice if major BRT stations (if not all) can be provided with Realtime updates probably through a simple LED ticker. Also, this shelter clearly lacks seating which seems silly since people will be waiting at these bus stops. Provide enough amenities such as shelter from the elements, real time, and seating when designing these stops.	5/18/2016 23:19
G	this is impractical , a bus stop needs wind shelter and rain/ snow shelter, Why waste money on the design when it could be better spent on the function	5/18/2016 22:46
Ann	In my travels, I have used a variety of bus stops/stations in cities larger and denser than Calgary. Why are these so large and sprawling? What function does the canopy serve? Some of the more attractive stops I have seen on my travels are of a more compact design with the advertising billboard on one wall, a map on the back panel and the real-time messaging streaming on the outer wall up under the roof and they provide real shelter - all in one. Sometimes, there is even inviting and attractive landscaping surrounding it. Regular as well as articulated buses are accommodated. Same design used at larger attractions as well except maybe doubling up on the shelter. Low impact These really do not fit well into a suburban setting such as Woodbine.	5/17/2016 19:38
Gail	These are offensive and I don't want these ugly, horrible structures in front of my house on 24 Street SW! We don't even need the BRT along 24 street...it makes no sense. Less than 10% of us ride the but up this way. There is nothing up here so importing people from Evergreen makes no sense either. Go build this in some other area that's closer to 14th street. Make them inconspicuous as possible as well. These are grotesque! At least try for something with class and elegance. What an eye soar that is!	5/15/2016 4:24
marvelknight	The stations need to be built more unique like our c-train stations. More thought needs to be put into the diverse communities and locations they are serving and not be homogenized. Most of these locations are long term and should reflect that perspective	5/13/2016 22:43
cherryblossom	This one is my favourite. I don't like the angles of the roof as with the other options - I like the way this one looks, plus it gives more coverage from bad weather which I think is important.	5/13/2016 13:33

Captain Moderate	I like the look and I think an attractive design is worth the extra investment. Concerned about lack of protection from prevailing wind.	4/23/2016 7:45
Andasen	Doesn't look particularly welcoming or sheltering. Underside feels messy.	4/18/2016 21:47
mw Walton90	Keep the stations as cost effective as possible. Fancy architectural designs might look unique but they cost far more. If you want to see more use during the winter make something that blocks the wind. It's not an effective bus shelter if the only thing it blocks is a little bit of sun and rain (if you are lucky).	4/18/2016 11:12
SM	These stations are ridiculously large. A simple bus stop that doesn't cost hundreds of thousands of dollars would suffice especially since there is a lack of ridership by the City's own admission. A handful of transit users don't need LRT platforms to catch a bus. Our family would rather see/enjoy the green grass than large, lit, heated concrete slabs littering our parks and communities.	4/14/2016 2:03
aquamann88	Not sure exactly what this canopy is supposed to do except maybe provide a bit of shade from the sun if it is even in the right position depending on which side of a street or avenue it might be positioned on. An open canopy like this is really not going to provide much protection from inclement weather or wind. If the main purpose is to easily & clearly identify a BRT stop, then I think it can be done much simpler. Use less of a "heavy" design, maybe something as simple as red benches and garbage cans & maybe the sign board with a special curb marking. I'm not convinced you need to create such a complex metal structure to identify a BRT stop. And I would definitely avoid glass enclosures otherwise they will be shattered by vandals like so many of the bus shelters are now. Avoid wood altogether unless it is "plastic" wood made from recycled materials.	4/12/2016 20:39
Sarah	Love the wood, nice to have a warm feel to the station.	4/12/2016 9:08
Budget Watcher	Please advise the cost to design, fabricate, install and provide routine cleaning and maintenance for one proposed SW BRT Station for each of Option 1, 2 and 3. Please advise the total expected cost for all proposed SW BRT Stations. Please advise the total number of SW BRT Stations to be constructed. Lastly for comparison please advise the cost of one regular Calgary Transit Bus Station with a small glass shelter and the routine cleaning and maintenance cost plus the expected annual cost to replace glass panels destroyed by vandals. Thank you.	4/11/2016 8:26
Sara	Love the canopy design, very modern.	4/10/2016 14:43



TC	Beautiful look, but wood has a very high upkeep especially in our harsh climate. I can see that after a few years the wood would weather and look very shabby. Stick to materials that have longevity.	4/8/2016 14:19
Mark	This is probably the most practical design.	4/7/2016 19:50
R	Please make sure there is a full transit map available with the routes on it around the city, so you can look up your connections, and proper signage to know when the next bus is coming, along with a paper copy of the set time table of the bus arrival through out the days of the week. Also this <a href="http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili...">http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili...</a> it is a live feed of transit in the city of Berlin, Germany. If this is something you can build into your current budget that would be a way to show Calgary is on a leading edge to make transit more future orientated, that would be amazing. Berlin has a great system at their bus stops and train/tram stations. Why reinvent the wheel when there are plenty of systems out there that work very well, just need to look into those systems. If you could speed up transit, in the respect of how often busses come would also be beneficial, every 20 min in non peak hrs is not efficient, every 10-15 min would be more realistic, for people would bring about more people to use it instead of their cars, because then it could be just as quick, takes more cars off the streets and in turn can make traffic for transit quicker and more on time to make it to the stops along the route.	4/7/2016 11:10
M	I agree with many other comments. Protection from cold wind, rain and snow is most important. Also, protection from the sun - which the canopy appears to offer. Option 1 provides some light but also provides shade. Resources should be directed to elements that make users feel comfortable and safe. Fancy, expensive, high maintenance canopies do not provide value for the user.	4/6/2016 19:38
JW	To fancy, seems like a waste of tax payer dollars. We just need protection from the wind and rain.	4/6/2016 19:27
NVM	What we need is protection from the cold weather & snow.	4/6/2016 18:12
Ward 4 Citizen	Love it. All 3 options are functional and beautiful. I would love any of these in my neighborhood.	4/5/2016 21:13
Mike	There's a need to combine a good aesthetic design with functionality. To me, functionality for station design means the ability to keep the elements out, as best as possible. With the lower canopy at the front, this seems to be the better option functionally.	4/5/2016 17:31
JS	I like the glass for light and the wooden panels to protect from too much sun. It offers no protection from wind, though, which is really needed.	4/4/2016 9:19

Magda	With a canopy, why not include solar panels for green electricity generation? What about wind and cold temperature during the many winter months in Calgary? What about a mix of individual seats and a bar stool height bum resting bar	4/3/2016 8:19
Amy	The texture and feel of this design is very modern. I love the mix of different textiles especially when it comes to wood, it's a good idea when it comes to weathers like heavy rain or snow in Calgary but also for those hot summer days to block the sun. To improve the designs for the bus stops, not the LRT Stations, there definitely needs to be more seating instead of the current two seating. When there are seniors, or those are injured, had a long day at work, been standing on their feet for 12 hours. People need to sit and two seats at the bus stops right now is just not enough.	4/3/2016 1:23
Erin	This would be my pick - weather coverage is important! Some more traditional bus shelters (with walls) would also be good!	4/1/2016 18:40
Kersten	How will these shelter wind?	4/1/2016 9:56
Stephen	Looks nice to me. Simple yet attractiv	3/31/2016 21:42
Northwestern	I certainly like this design in that it is makes it more prominent than the current red "boxes". Regardless of the specific design chosen, designs like this will help institutionalize or "fix" BRT service into the fabric of neighbourhoods (making it seem more certain). This greater station presence also provides for natural advertising as well as the opportunity to improve safety. In other words, it turns them from stops into stations.	3/31/2016 21:41
carolS	I like this design...it is clean and modern but also fits in well with neighbourhoods	3/30/2016 19:03
Sam	What is the construction cost of this option? Seems that the irregular pattern would be significantly more expensive. The rendering doesn't show the shadow pattern on the sidewalk either, which could look very chaotic.	3/30/2016 15:02
rob dickinsonAB	I will just share my comments under this section for your review. I share some of the initial concerns by others on this topic. How long will the wood look nice for? These stations should be built to last. Weather protection is key in my opinion. All the designs generally look good, though I think Option 2 has the more appealing design, I am not convinced the sloped roofs protect from the elements of weather as much as the flat roof. Perhaps this will depend on location (north, south, east or west) on a particular street? Ultimately, the design should look good, balance with the existing area around it but be practical and functional.	3/29/2016 11:49
Tucker	I think the standard bus shelter currently in use is fine. Just add better lighting and security features.	3/28/2016 18:25
Lea	Design is nice, but we need a design that keeps the maintenance and repair costs down.	3/28/2016 12:43

Robyn in Woodbine	I am concerned about two things - the first is the wood in terms of how quickly it might wear and require replacement, the second is the glass and how often vandals shatter the existing shelters around the city. Visually all three options look nice and are welcoming and comfortable, but just concerned about the wear on the materials. The station is otherwise nice.	3/28/2016 12:41
dogmelissa	I think all the stations should be designed to direct water towards the road, rather than the back of the station/sidewalk. I also hope that the wood component is actually metal on top with the wood - hopefully cedar - below so it won't have to be replaced every 10 years.	3/28/2016 8:46
jp81	Wood ok, but my opinion is with glass in shelters and bus stops you get all those idiots who think it's cool to break things, use something like glass but won't break as easy, it will save taxpayers money in the long run.	3/27/2016 23:25
Édouard	Not enough glass or walls to protect from the cold. I love the design overall, I love the fragmented roof, it brings in natural light which is great. I don't see much in terms of lighting, especially when it's winter and the night can come early and the sunrise doesn't come till much later in the day. Could it possibly be tailored individually according to the feel and the architecture of each neighbourhood instead of a universal one size fits all design.	3/27/2016 21:38
Ann	Thanks Henry H. It really helped to enlarge all these photos. I agree with other commenters, these stations are over designed and look pricy. Do we need billboards on our residential streets? This is not low impact design and wonder about the impact on homes and general aestin the vicinity. Can we see site specific renderings?	3/27/2016 15:58
Woodlander	All three options are horribly overdesigned and far too expensive given current economic conditions and massive tax increases over the past years. Regular bus stops with shelters meet our needs at a fraction of the cost.	3/27/2016 14:33
Max	I do not like the flat roof design that seems to be "one dimensional" so to speak. The roof should have a different shape. I am also not a huge fan of the wood + glass designed pictured here.	3/27/2016 11:47
Nat	My preferred design of the three.	3/26/2016 19:09
Casey	Although it looks a little awkward, the mesh of glass and wood looks fresh and new compared to current designs. A little more cover from the elements would be more ideal though over aesthetics.	3/26/2016 2:18

J	From memory, in the Delcan report for the SWBRT, the stations were around \$200 000 each in 2010 dollars, +/- 40%, so could go as high as\$ 280 000 each. Since the City isn't buying the land you could almost build a house for that much. The cost seems high for what you see in the photos.	3/25/2016 22:33
Henry H	Until the left photograph is enlarged the ugly stand alone transit sign is not apparent..Surely this is not necessary and will be costly.I believe that everyone would instantly identify this as a bus stop without the sign...Also how long is the expected life of the wood panels..5-10 years max before drips start to come through!! think of your decks!!!How easy and at what cost will it take to refinish these panels to maintain water proofing??Sadly the City often overlooks the cost of ongoing maintenance .Too little glass/windbreak protection.	3/25/2016 15:48
LeMoN	Good coverage and like the light provided by the glass. Will it be vandal proof?	3/25/2016 15:04
Cost	Why is there no mention made in any of these designs of the cost involved? I believe that if the taxpayers understood how much these design might cost they would choose to go with the most cost sensible.	3/25/2016 11:37
Rob G	I like this because of the scale; it feels appropriate in its context. I would like to see all the stations on the route have a similar aesthetic, but each respond to their specific context.	3/25/2016 9:59
Doug	Overall I like the design, but it always bothers me that these designs are pictured in ideal circumstances: it's warm, sunny, no wind and everything's clean. Rarely is that the case in Calgary! I know Transit works hard, and I appreciate that effort, to keep the current bus stops clean and trash free, but ultimately they end up looking grungy. Glass typically gets destroyed by malcontents and needs to be replaced. Graffiti inevitably shows up. Without looking like a prison, are there better options? In this ask, I wonder if some beauty can be added -- much like how Vancouver's LRT stations appear -- but in consideration of our environment? I like the triangular roof pattern, but could it offer patio heaters for those terribly cold winter days? or ways to keep the wind out? Or make the overhang a bit bigger to go over buses a bit so you don't have to shovel snow over the curb to get to the bus? Inevitably the plows come by and that makes things difficult for elderly, disabled, etc. Maybe add a "what this will look like in the snow" picture.	3/25/2016 9:40

KH	I don't understand the design of all three options; they look incomplete and unfinished. Why wouldn't it be covered over the whole area? This needs to go back to the drawing board. Definitely an increased budget would be needed for replacing broken glass due to vandalism and having white beams is asking for graffiti. I'm wondering if the glass enclosure would keep customers warm when it's cold and windy outside, not to mention that it looks like the glass enclosure could hold maybe two handfuls of people.	3/24/2016 21:10
Holleit	I really like this design! The glass and wood is really nice, simplistic and modern! I hope there would be some areas that would shelter from the wind though (:	3/24/2016 16:46
Neato Joe	Love the wood and glass combination - nice aesthetics, at a reasonable cost and superior lifecycle performance. Good job on choosing this as a starting point!	3/24/2016 14:04
International Avenue	Option one of the three. Modification; not too open in the front - keep as is for option 1. use one type of material to eliminate maintenance hassles- wood only or glass only. eliminate all the angles from the ceiling structure. Uniform design and try harder to make it look modern. The bus shelter glass box should be larger and have a portion under the canopy and operation exposed to the right. I hope the white beams are just the default colour used....Stay away from white finish. you are creating a canvass for graffiti. and no Red please. dig deep in making the station materials anti graffiti. Station identifier to the left-(Transit Stop) does it light up? does it serve another function? can you advertise on it? can you have two? one on each end? can you have banner mounts on the station to install banners for the community your in?	3/24/2016 11:49
Amy	Astetically this is pleasing, but I'm concerned about actual functionality. To me this does not encourage ridership unpleasant weather, which is a large portion of time in Calgary	3/24/2016 10:35
Adam	Options 2 and 3 won't load for me.	3/24/2016 10:13
Jillian	I echo concerns about protection from the wind - that's the worst part! Looks great otherwise	3/24/2016 10:05
RuuzakiXM	it allows for natural light, but I see potential problems with rainwater drain from the roof, if the roof is jot angled. Additionally, this shelter provides very littke wind protection. This could be remedied by closing off sections from the front, back, and sides. This will add cost however	3/24/2016 0:56
Nathan	This is my preferred option. I like the mix of glass and wood, and letting light through will brighten the platform up.	3/23/2016 20:23
6	I don't like the mix of glass and wood. Is part of it enclosed or partially enclosed? If not it should be	3/23/2016 20:07

JG	Addition: out of the three options, I think this one will blend into communities best, especially since the other options don't offer more shelter than the rest.	3/23/2016 20:04
JG	Pros: good line of sight to make people feel comfortable, but still has some shade and shelter from wind and rain/snow. Very usable. Lots of space for people to wait. Cons: I prefer a sleeker, more contemporary design (darker or more metallic shades, less obtrusive), rather than the geometric neo-modern feel we get from this. I'm also leery about the windows in the roof: it's a flat structure that will accumulate snow, and the windows just increase the amount that it will need to be cleaned and brushed off. I also think that at certain times of the day, there will be very little shade. There could be more seating as well, depending on how heavily the station is used. Many bus stops have only the two seats despite being very busy (i.e., bus stops near C-trains) and people end up crammed into the shelter during bad weather and have nowhere to sit during good weather, either.	3/23/2016 20:00
Deanie	I like the glass/wood combo but it is too open to the elements. Will be super cold in winter winds and subject to rain/sleet coming in when it is blowing	3/23/2016 19:50
filemanjack	I like this idea, and hope it is designed to keep out the winds and rain or snow.	3/23/2016 18:40
Julie Kearns	The design is irrelevant to the function. If the BRT has buses running frequently then heat and esthetics are not important. The feeder buses dump people off in snow drifts.	3/23/2016 18:33
Cf	It doesn't have to be real wood, there are lots of faux options that are far more durable. I do think there should be more wind protection, this station looks pretty chilly, even during the summer if there is a driving rain.	3/23/2016 18:31
BW Dave	won't the wood just become an unnecessary maintenance item when there are so many other products that could be incorporated and eliminate staining or coating	3/23/2016 18:24
D	Option One should provide the best protection from the elements, though still seems exposed in terms of wind	3/23/2016 18:17
Ann	Glass would be problematic both in terms of wear and tear and vandalism. Will canopy size vary from one location to another	3/23/2016 17:13
Peter Arato	Great for California, useless in Calgary winter.	3/23/2016 16:35
Tim Choi	Wood planks are more susceptible to temperature change, expanding/contracting at different rates. This may result in gaps between the planks, letting rain or snow drip through. Therefore, it seems unwise to use it as roof material.	3/23/2016 15:37

Alex	I think function is more important than form for these stations. The point of the canopy is to provide shelter from snow, rain, and hail and to provide shade. The lower canopy of this design does that. I think the glass would look dirty very quickly and would probably get broken by vandals. I prefer an all wood design.	3/23/2016 15:00
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## Station Design 2

Screen name	Submission	Submitted
G	again too large and decorative, takes up too much space	5/18/2016 22:48
Andasen	Really inviting and gives off the impression that it is a shelter. Mix of glass and wood feels more natural in the sloped roof	4/18/2016 21:48
aquamann88	Structure is too heavy & overpowering. the steel framework looks too heavy. boring white colour blends into the landscape.	4/12/2016 20:41
Sarah	Not as nice as the first, looks a bit to garish with the glass.	4/12/2016 9:11
SL	This design would prevent snow from accumulating on the roof. It also looks sleek and modern.	4/11/2016 14:38
TC	Allow snow to slide off	4/8/2016 14:21
TC	This design would provide a bit more of a wind shield at the back and would allow to slide off. However, as per my comments above, wood is not a good choice as it needs constant upkeep	4/8/2016 14:20
Mark	This is the most attractive design. It might be more practical with a flatter roof.	4/7/2016 19:51
Anna	If Option 2 wasn't created by the same firm as Option 1, then it would actually be another option.	4/5/2016 13:05
JS	The proportion of glass to wood is less important than shelter from the wind and blowing snow/rain.	4/4/2016 9:20
Cin	This is my preferred design. It would be nice if the enclosed shelter had a heat source that could be turned on at the press of a button that was solar powered or something.	4/4/2016 6:44
Magda	Not as good as option 1	4/3/2016 8:20
GJ	I am in favour of the slope because it creates room for drainage. However I want a structure that will reduce the amount of snow and wind coming in.	4/2/2016 19:15
redrover	While this design seems to allow natural lighting, the angle of the canopy may not provide as much shelter from precipitation as Option 1. Also, more glass may present additional maintenance costs, should it need to be replaced due to vandalism or natural events.	3/31/2016 8:29
Sam	This canopy is nice. But with the raised angled canopy the space that is sheltered from precipitation decreases.	3/30/2016 15:04
LD	Looks great and seems very functional.	3/30/2016 14:15
Lea	Good idea to slope and have drainage. Design is nice, but we need a design that keeps the maintenance and repair costs down.	3/28/2016 12:44



RW	Probably the best design here, sloping angle would help deflect rain and snow without adding temporary or possible semi-permanent support beams that are currently at brentwood station. This design also provides a bit more light, to provide more safety and opens up the the design. Obvious concern for graffiti still remains.	3/26/2016 13:52
LeMoN	Less glass for vandals to break would be better.	3/25/2016 15:05
KH	Nope.	3/24/2016 21:08
Holleit	this is the design I would go for. Slopped slightly for better drainage and so too much snow can't accumulate. Good wood to glass ratio.	3/24/2016 16:48
Jillian	Is the glass resistant to shattering? Just concerned about the vandalism aspect. Also this design doesn't look as practical when it comes to real weather protection	3/24/2016 10:08
RyuzakiXM	This is my preferred choice, as the roof is angled for rainwater drain, and there appears to be a glass shelter for wind resistance. Also, natural light can come in from the roof.	3/24/2016 0:58
JG	Has the advantage of sloughing snow (maybe), and potentially has more shade. Shade would be the only thing making this preferable over #1, though.	3/23/2016 20:04
Station Design	I vote for this design	3/23/2016 19:26
Susan	Is there a reason for this design, other than public art? There is no shelter from wind or wind-blown rain. It may be fine for gentle rain or sun on a summer day, but totally useless for 98% of real Calgary weather.	3/23/2016 17:55
Peter Arato	Still useless in Calgary winter, but a different style.	3/23/2016 16:35

## Station Design 3

Screen name	Submission	Submitted
G	the canopy is not a good idea- in Winnipeg the bus rapid transit focuses on functionality and practicality and it looks like an obvious bus stop which is sometimes what you need- these are a waste of money	5/18/2016 22:49
Punchy	I like the older couple holding hands...very sweet to see them still very much in love after all the years.	5/4/2016 8:15
Andasen	Looks more like a piece of street art than a functional shelter	4/18/2016 21:49
Resident	With all the designs, reducing opportunities for graffiti and breakages needs to be front of mind. It would be good to know the relative cost of each design.	4/17/2016 10:48
aquamann88	This structure looks & feels lighter in it's design. Plastic wood made of recycled material would be the only way to go for maintenance-free design. If the BRT buses & stops used the same colour, that might help, too. For example, if BRT buses were to be all red, then the stations could be all red too. Or blue. Blue is a better colour, but you will never get agreement on that! Only drawback is that you may not always have "BRT" buses available in a particular colour to go with a particular BRT line. Maybe the BRT buses could have the letters "BRT" written across both sides of the bus in giant letters - the same size as the bus itself. That might distinguish a BRT bus from a regular bus. Or maybe the regular bus signage at the front of the bus is fine, too, the way it is now > BRT - 305 for example. Those signs are pretty visible as a bus approaches.	4/12/2016 20:47
Sarah	Best out of all designs. Nice to see something that would just need pressure washing to get rid of graffiti instead of paint.	4/12/2016 9:12
driscollr	I'm concerned about the exclusive use of wood. In many of the existing LRT stations the materials used have been subject to abuse and breakage and I believe then same will be true of using wood. How will it be maintained?	4/10/2016 12:05
TC	Who is going to maintain all of that wood ? Within a couple of years it will all need replacing	4/8/2016 14:22
Mark	I like the lighting design.	4/7/2016 19:53
Ironbear	My selection from Option 1-2-3 is option ZERO... Go back and Think.	4/7/2016 19:33

Ironbear	so I've looked at all Three options.. And Frankly I'm disgusted. Where's the protection and heat from the weather!!!! (Excuse the screaming) I'M SICK AND TIRED OF Waiting in the winter under what amounts to an umbrella. Great for London NOT GREAT FOR FREEZING CALGARY!! These shelters (and retro fit all the rest (like 45th Street LRT which is as cold as a ..... .. When the NW wind blows) should be enclosed like Westbrook in SOME WAY... It's so uncomfortable you LOOSE my custom in the winter I'll take my car on windy, cold, rainy, or otherwise miserable days. Screw the environment, I want to BE WARM!	4/7/2016 19:30
Anna	Needs to be three firms designing three different options, not one firm designing slightly different options. Having said that, option 3 is my fave.	4/5/2016 13:07
JS	Needs some glass to let light in and shelter from the wind.	4/4/2016 9:21
Laurie	This third option is the best so long as the wood is made from some durable material and if there are a few sides to protect you from the cold winter wind. Otherwise, people will just continue using their cars. The existing style of shelters used by the regular buses would be good if they were larger and had more seating area.	3/31/2016 15:44
Sam	The full wood roof would be very dark. IS there any integrated lighting in this design? Snow and precipitation would collect in the valleys of the design. how would maintenance work?	3/30/2016 15:05
SB	The designs provided don't appear to really be providing shelter from the elements (wind, rain, snow, etc,) and look like they require expensive maintenance and upkeep. The size of the stations is not appealing. They look huge like wannabe Ctrain stations. The design team needs to go back to the drawing board and provide a practical cost effective design for the stations.	3/29/2016 15:25
Lea	I am concerned with the cost to keep the wood looking decent in our climate. Design is nice, but we need a design that keeps the maintenance and repair costs down.	3/28/2016 12:45
Max	This is my favourite design out of the 3 options. It looks great and should be the best to hold up to the weather, vandalism, etc.	3/27/2016 11:50
LeMoN	Definitely my preferred option. Functional and beautiful.	3/25/2016 15:06
Len E	This design appears to be more durable and graffiti resistant. It is also critical to keep ice and snow from falling on pedestrians and people waiting underneath. As it is very open, it would allow sufficient light and energy efficient lighting could be ensured for darker periods. I would like to see solar panels to provide free energy for the electrical system and lighting. Energy efficiency should be considered in all aspects of the project including the buses themselves.	3/25/2016 8:38

KH	I don't like any of proposed three ideas, they all look half finished. Trying too hard I think. The only pro is the glass shelter, good for personal security and daylight.	3/24/2016 21:08
Holleit	too much wood in this design. It doesn't allow enough natural light like the other glass options provide. Only perk is it won't shatter if there is vandalism.	3/24/2016 16:50
Travis	I find that the glass shelters provide a good windbreak and offer visual security but they are difficult to keep clean and have problems with vandalism. I like the all wood approach best provided that the screen could extend down to grade in some fashion to provide a windbreak on the north / east side (location depending). Perhaps money saved on the canopy could go into enhanced seating that doesn't chill you in the winter months.	3/24/2016 15:06
rm	all three of the options should have better wind protection - required in Calgary	3/24/2016 15:02
Chris	I like this option best. Will this be enough shelter from wind/weather? Perhaps more canopy and wind break needed.	3/24/2016 12:13
Adam	The actual sheltered portion should be larger. The angled roof will allow snow and ice to melt away off the back which is good.	3/24/2016 10:16
Bill	None of these designs give you any shelter at all if the wind is blowing, which is quite common.	3/23/2016 17:31
Peter Arato	Come on... give us a real SHELTER	3/23/2016 16:36

## Getting to & from BRT Stations

Screen name	Submission	Submitted
Kona's Dad	Thank you for linking the pedestrian strategy website. It lists the timeframe for construction of new pedestrian overpasses as beyond 2022. This means that residents living East of 14th Street will be prevented from safely accessing BRT stations for a minimum of 5 years. If increasing transit ridership is a priority, why create a barrier for access instead of including pedestrian overpasses as part of the project scope?	5/20/2016 0:27
OakridgeRes	Regarding the importance of safe & efficient pedestrian/biking access to these stations, I don't understand why overpasses are not within the scope of the project. I've been disappointed with the city's response of: "...while this is not under the scope of the SW BRT project, we have passed your comment along to the Bridges and Structures team.". Given the significant road & intersection modifications this project involves - and the anticipated increase in pedestrians and cyclists utilizing these new stations, the "Bridge and Structures team" should be an integral part of the overall SW BRT project. Why is this not the case?	5/17/2016 13:30
Noota	I think Park and Ride NEEDS to be included. I've lost count of how many times I've been late to work because I can't find parking near a C-Train and have driven from Heritage Station as far as Canyon Meadows trying to access the train between 7:30am - 8:30am. Even when parking was to be found it was easily 4 blocks or more from a station. If the BRT DOES attract more people to use transit it won't be feasible because of lack of parking.	5/15/2016 9:53
Caht	My concern is the stop at 90th and 14th. I can't help but assume people will park at Glenmore Landing which is already a nightmare to park at. I can't see people from the far west end of Oakridge walking or biking to the station. Also, if the appeal of this system is to get where you are going with limited stops, they won't take a feeder bus either. So how will they get to 90th and 14th; my concern is they will leave a little early and get a parking spot at Glenmore Landing. Could you please advise how this issue will be addressed. Thank you	5/14/2016 7:33
marvelknight	As a student at MRU, it's not just the easy access from the BRT, but also from however I am connecting to it. Timelines need to be quick and without delay when transferring to make the BRT more reliable. BRT should also be interlinked as a network and not just be auxiliary as they reach certain areas quicker.	5/13/2016 22:48
Philippe Boilard	I think the idea of a BRT is great but I disagree with the city's idea of having less park and rides. I understand one point would be to increase local bus ridership, however this city is a car dominated city and unfortunately the local bus system has a bad reputation for being unreliable. I believe there should be more opportunity to connect the two systems.	5/13/2016 18:46

dAVEYBOY	My question has to do with parking. In one of your responses you stated that if a rider is going to get in his car to get to an bus stop he is going to drive the extra 5-10 minutes to a LRT station. If there is no parking restrictions in a neighborhood, people will be turning quiet residential streets into parking lots. As you know the existing LRT and Park and rides are full to capacity by 8:00. A:M. Could the city put up multiple level parking lots as part of the long term solutions to accommodate all the riders and shoppers and Leisure center users. Why is the city contemplating doing a deal with the owners of Glenmore Landing to build up to 200 unit apartments adding to the massive traffic problems we have now?	5/12/2016 17:48
Ann	The above ridership on various routes is not clear. The only route mentioned is the 20. What does th stand for? Also, not sure if Currie Barracks and Lincoln Park will add enough population to take you to 12M even with current ridership added in. Impacts of current economic slowdown on development How many years will it take to get to the ridership necessary to cover even half the \$5.4M operating costs?	5/3/2016 23:18
Glenn Gets it	I think Glenn's point is the most important in this whole section. Only having a plan of "we can put a residential parking pass program in" will only mean that these southern communities become a dump and ride for many people. The strip malls in Braeside and Glenmore Landing and the Southland Leisure Centre are already packed most days and difficult to park in. The malls in Oak Ridge and Woodbine get very busy during peak hours. Banning parking on nearby residential streets and not providing any parking will mean that people will just jam our existing parking lots. Once our existing parking lots are full, local residents won't bother going to local business and will just go elsewhere. Once local business leaves, the whole "community center" starts to go into a bad spiral - and with that the concept of walkable, safe, strong communities. Who wants to move to a community with no local commercial center? What business wants to open up in a commercial center that has parking packed all day with people who don't even use the stores? Why go watch your kids play soccer when the field parking lot is already full with cars left over from the day's commute? Pretending that people just won't drive to these transit stations isn't the answer - If this plan goes in, it needs a plan to address the parking issues that will come up in these communities - especially with local business and community facilities.	5/1/2016 6:19
Kona's Dad	Can pedestrian overpasses at Heritage Drive and 90th Ave be included in the scope of the SW BRT project? I understand that overpasses are managed by a different city group, however, designing for them at project onset would ensure the best integration into the plan. The overpasses are key to ensuring safe access to the BRT stations for anyone living east of 14th Street. Currently at Heritage Drive, pedestrians are required to cross 9 lanes of traffic (6 traffic lanes, 2 turn lanes plus a slip lane) for a total of 31.7 meters. Adding 2 bus lanes plus the separation median will add approximately another 10 meters. That is a very long distance for a pedestrian to travel across a busy roadway. Pedestrian overpasses at these 2 locations would allow for better timing of traffic lights by eliminating the extra	4/28/2016 16:45

	time required to allow pedestrians to cross the intersections improving traffic flow.	
Barry J	We in my circle of contacts in Woodbine area are generally unhappy and disagree with how the city / mayor has handled this BRT issue specific to the SW leg. To generically lump all four routes together with your promotional platitudes is simplistic and not realistic for the real concerns that have come up on the SW leg. The thought and planning behind this project appears to be another "pie in the sky" effort similar to the unproven downtown bike lanes with a lot of tax dollars being spent on the hopes / dreams of a "build it and they will come" forecast. We are all in favor of useful public transport but it is time now for review by some "cooler (smarter ?) heads" on this SW BRT to downscale it to a more cost effective and realistic project. Hopefully Diane C-U , our Councillor ( and probable next mayor ) will represent this approach. Thank You	4/26/2016 11:42
Ann	City has pegged ridership at 12M. I can't imagine local community population meeting that target	4/24/2016 23:37
Captain Moderate	I believe the focus on serving local communities, and not adding more park and ride real estate, makes good sense for our city and has had good success in other cities. The key is to make it easy and comfortable to use without a car.	4/23/2016 7:48
J	No idea how that second paragraph segment was added in when my comments loaded, please disregard.	4/14/2016 4:43
J	A number of people here have submitted thoughtful notes on designing the SWBRT on 14th St with lanes on either side of the road. This could still be in dedicated transit lanes where possible and with signal priority at intersections. It seems this would be much simpler and cost effective. Savings could be put into things the communities are asking for like more pedestrian overpasses along key parts of 14th, and multi user pathways. Matching transit service with major activity sites along the route was one reason given for not doing this. To see how this would work, with a map of the proposed station locations in hand, I gave this a try from the sites to their closest stations. I found from the JCC or west part of Glenmore landing was about 500m, from Heritage Park was about 600m, the Rockyview Hospital was about 300m and CareWest was about 700m. I should add the walk up to the Hospital and CareWest has a long, steep hill that would be challenging those with health and mobility challenges. My take aways from this were that the stops are a significant walk from activity centres, and would best suit those with good mobility and motivation. I can't see the small additional distance to cross the roadway a make or break factor in deciding to take the bus or not. The other reason given for not doing this was the congestion at intersections. With the current proposed design I envision significant issues with traffic flow and congestion at the two intersections with the most volume on 14th St SW, Heritage and the 75th Ave Hospital	4/14/2016 4:41

	<p>entrance . By the last City statistics I could find, they handle daily 75 000 and 85 000 vehicle trips daily, respectively. Reports from the 2010 planning recommended more advanced modelling of these intersections. As of Oct 2015 I was told this had not been done, but would be. Could you let us know where we can view the more advanced modelling?</p>	
Oakridge Dave	<p>I concur with Glenn. What is the objective of the BRT? It should ultimately be to increase ridership - otherwise the city is spending \$40,000,000 to reduce the commute time of current ridership by perhaps 5 minutes. However, without park and ride there is little incentive to take the BRT. Unless you live next door to the BRT stop you will need to take a feeder bus. I n January at -20, that means a 5 min walk to the nearest stop followed by a 5 to 10 min wait (at best) followed by the milk run to the BRT stop followed by a 5 to 10 min wait at the BRT followed by the 20 min trip downtown followed by a 5 to 10 min walk from the BRT stop to your work building. The only folks doing this are ones with no viable alternative!!! A park and ride would offer the opportunity to drive 5 to 10 min to the BRT stop followed by the 20 min trip (same as LRT without having to drive to Heritage or Southland station) with only ONE 5 to 10 min walk at the end and saving about \$300/mo (\$450/mo parking vs \$110 bus pass plus \$40 gas/mo). Enough incentive that i would consider dropping my downtown parking and switching - but only as a park and ride. So the question remains - why spend \$40,000,000 and not take any vehicles off the road. I guess one advantage would be to construct an overpass which would eliminate one set of lights.</p>	<p>4/13/2016 19:28</p>
Oakridge Dave	<p>I concur with Glenn. What is the objective of the BRT? It should ultimately be to increase ridership - otherwise the city is spending \$40,000,000 to reduce the commute time of current ridership by perhaps 5 minutes. However, without park and ride there is little incentive to take the BRT. Unless you live next door to the BRT stop you will need to take a feeder bus. I n January at -20, that means a 5 min walk to the nearest stop followed by a 5 to 10 min wait (at best) followed by the milk run to the BRT stop followed by a 5 to 10 min wait at the BRT followed by the 20 min trip downtown followed by a 5 to 10 min walk from the BRT stop to your work building. The only folks doing this are ones with no viable alternative!!! A park and ride would offer the opportunity to drive 5 to 10 min to the BRT stop followed by the 20 min trip (same as LRT without having to drive to Heritage or Southland station) with only ONE 5 to 10 min walk at the end and saving about \$300/mo (\$450/mo parking vs \$110 bus pass plus \$40 gas/mo). Enough incentive that i would consider dropping my downtown parking and switching - but only as a park and ride. So the question remains - why spend \$40,000,000 and not take any vehicles</p>	<p>4/13/2016 19:25</p>



	off the road. I guess one advantage would be to construct an overpass which would eliminate one set of lights.	
Haysboro	While I support the BRT in general I do have questions and concerns that I have not found answers to on the site. My first concern has to do with pedestrian and bike crossing of 14 st. At the Heritage drive and 90 ave. intersections there is a large amount of bike and pedestrian traffic crossing to access the reservoir. This will increase if people are crossing to get to BRT stations and there will be an additional two lanes to cross. The current need for pedestrian bridges is high. Is there consideration for pedestrian overpasses at these intersections? Second, I assume the cost to provide double segregated bus lanes and a 90th ave underpass would cost much more and entail a longer disruptive construction period than adding shoulder lanes in each direction. I fail to see how they would provide significant time savings over shoulder lanes for a relatively short section of roadway. To drive from Rockyview to Southland drive during non-peak traffic times generally takes less than 10 minutes. How many minutes will the expenditure for segregated lanes shave off this stretch of the route.	4/12/2016 7:08
Southwood	I don't entirely understand the opposition to BRT, but if I lived close to a proposed station I'd certainly be concerned. In the absence of parking I don't really understand how enough people can get to the widely spaced stations without resorting to multiple transfers. Illegal parking is a legitimate concern, and addressing it more clearly (maybe showing that this isn't a problem around much busier C-Train stations) might help.	4/11/2016 19:36
Vaseepoo	The alley in between the houses opposite the 18th street and Douglas Glen Boulevard has never been shovelled in 2 winters, I wish the city maintained it. Also are there any concerns about people using the YMCA stand alone childcare parking lot as a park and go?	4/11/2016 19:04
geterdone	Why not just go back to the original plan of turning one or more of the massive and under-utilized parks near the south terminus into a park and ride? There's even time to build a multi-level parking structure that would accommodate thousands of vehicles. There might be some Nimby neighbours that disagree but you're going to get that regardless of how you try to please them.	4/11/2016 12:18
ggopher	I wouldn't call \$40 million insanely expensive. If it can improve traffic flow then it could save a lot of money. The alternative cost of building full interchanges would be a lot more.	4/10/2016 0:55
ggopher	Need to clearly state the metrics that are being used to track the progress. A. How many people in the SW currently take transit? How many are expected to take the new SW BRT? Is this an improvement, if so by how much is it expected? B. How will people get to the SW BRT? How many live within walking distance? How many will take connecting busses?	4/10/2016 0:53

ggopher	If the SW BRT had park and rides. Why would someone choose to drive and park there, as opposed to driving to the LRT parking lots. Once you are in your car, another 5 min to the LRT is not that far and the LRT is faster and more comfortable.	4/10/2016 0:49
Duane	I live in Woodbine and am against the SW BRT until the following can be addressed: The city is not addressing parking for those wanting to take the BRT. Where will people park who drive in from more southern parts of the city or surrounding area? In the absence of any criminal activity, why did the city not continue with the public engagement sessions? A democratically elected government is accountable to the electorate. Why do you refuse to answer questions from concerned citizens? The SW ring road is expected to be built within 7 years. How do you know the impact this will have on ridership on the BRT? Are we spending millions of tax payer money on a service that will not be used once the ring road is built?	4/9/2016 21:37
Joey123	Great point! I'm also glad that common sense prevailed and instead of standing in the way of progress we can start thinking about how to best implement these projects and support the long-term investment in our neighbourhoods. It's so important to improve transportation choices for everyone including people who need it most.	4/9/2016 21:01
Joey123	Totally agree that a TOD plan is needed. It would help ridership and businesses.	4/9/2016 14:06
Glenn Johnston	If no new parking is proposed at any of the bus stops, how do you propose to control parking at the existing lots close to the stops in woodbine, Southland Drive and Glenmore landing? These lots are already heavily used.	4/9/2016 13:29
chattykathy	I live near the Rundle LRT station and work at the Foothills Hospital. Currently I have to transfer twice; once on the LRT downtown, and then take the bus from North Hill. I love the idea of the North Crosstown BRT! I can walk there, but we need more bicycle racks for those who would cycle there. There may also need to be increased parking at the park & ride at Sunridge shopping Centre.	4/8/2016 20:06
Toasty	I never go downtown so this service does not suit my needs. We need beeter service to the airtort and can leverage a green initiative by not having 200 taxi cabs sitting there idling and burning greenhouse gasses waiting for a ride. I doubt this idea would gain city council favor as there is too much green house cash flowing into somebodys pocket.	4/7/2016 22:24
MARK	I live in Woodbine and think the SW BRT is a great idea. Having to take a feeder bus to Anderson Station, take the LRT to Heritage, then get off and catch another bus to Heritage Park or Rockyview Hospital has always been one of the great inconveniences. As long as the 56 continues on the current route the BRT will work just fine.	4/7/2016 19:59
Oakridge	This is insanely expensive to build with limited foreseeable benefit to most commuters. Please rethink this. Why not expand 14th and add bus or hov lanes. At least the new lanes could be utilized throughout the day by other vehicles. The disruption to our neighbourhoods is disturbing. As noted by another writer. We're any of you around for the traffic chaos generated by adding a turn lane at 90th and 14 St	4/7/2016 4:35

JMM	Those that don't pay city taxes should have to pay more for these services.	4/5/2016 20:15
Majenta	Mike, I completely concur with your thoughts on crossing Heritage and 14th. It is currently too dangerous as cars are not aware that people might be crossing... I have had way too many close calls at this intersection! A ped crossing is a must - especially for families going to visit Heritage Park.	4/5/2016 20:11
Mike	I will be able to walk or bike to the nearest BRT station, and look forward to being able to do that rather trying to get to an LRT station. Bike access to and storage at the stations will be important. I expect that there will be parking issues that develop, and those issues will need to be addressed in various ways. For example, Glenmore Landing and Heritage Park are likely going to have to take steps to police who is using their lots. Yes, this will create some inconveniences, but they are inconveniences that other parts of our city (and other cities) have experienced and addressed before. There's a need for safe and efficient pedestrian/bike crossings over 14 Street to the Glenmore Landing and Heritage Park stations. There should be at least one pedestrian/bike overpass in that area. While a number of people have suggested 90 Avenue as the place for an overpass, I think Heritage Drive is a better place. That way the overpass could more easily connect with the bike route along Heritage Drive. Also, a concern that I have is that if there is no pedestrian/bike overpass at 14 Street and Heritage Drive, and people use the crosswalk to get across 14 Street, traffic delays north/south on 14 Street at Heritage could increase, as the light for pedestrians crossing 14 Street there is a long one (as it should be). This is really not a problem at 90 Avenue, as the light for pedestrians crossing 14 Street there is already a long one in order to accommodate the traffic turning from 90 Avenue north onto 14 Street.	4/5/2016 18:13
craigroad	I am already very concerned about pedestrian safety crossing 14th Street at Heritage Drive. An overpass at this intersection is paramount. Residential parking issues are already a problem close to the Rockyview hospital. The BRT as a downtown option will definitely entice users to drive and park in residential areas close to the stations. Enforcement is lacking already. How will the city be proactive?	4/4/2016 15:08
JS	There is already too little parking at Heritage and this will just make it worse.	4/4/2016 9:23
Sarah	Thanks for replying! I guess we just disagree. If you check out the research I mentioned in my post it finds the total economic impact of transit projects to be positive. It sounds like you don't agree with their findings, while I find the argument for transit convincing. I would support TOD too so I hope that it is being planned! I'm not being fooled - I'm supportive. Thanks again for your comments, I think debate is healthy.	4/3/2016 14:02
What is City hiding?	Impossible to consider the costs of the alternative without an updated, fully inclusive budget. At \$40 mil perhaps this project would be economically feasible and tip the scales as far as cost/benefit analysis however in reality, once necessary infrastructure and operating costs	4/3/2016 12:23

	are added into the mix that \$40 mil will without a doubt double or even triple! The sky cannot be the limit. Finally don't be fooled, there is documented evidence that TOD is planned	
Gary	the problem with a lot of the buses in Calgary is the fact that every bus just about goes downtown except for Route 72 and 73. I understand this was designed to get more and more people downtown who are not necessarily going downtown. My feeling is if you had buses that run from LRT station to LRT station on different lines for example running a bus from Heritage to 45th Street Station because there are two separate lines. So if you looked at a map of Calgary you've got the C train serving the City and then you've got the buses that radiates in a circle which run through communities connecting LRT station to LRT station. Having lived downtown for many years I'm not against downtown all I'm saying is that the average calgarian does not necessarily go downtown on a bus. In other words just the LRT would come downtown and the buses would be to connect communities. From what I understand we are working off of 1950s models and as everybody knows things have changed from then	4/2/2016 15:16
Jordanna	I am a resident of Woodbine and have attended the limited engagement sessions the City of Calgary has offered. Despite having asked the City representatives and my Councillor, I have not had the following questions clearly answered or have been provided with contradictory information: 1) Will there be feeder buses coming into Woodbine/Woodland to the BRT and if so, what areas will they be coming from, and how often will they run?; 2) the City mentions that Calgarians can get to the BRT via bike. What sort of facilities will be at the stations for people to leave their bikes there? How big will they be? Will they be covered? 3) will the current route 56 to Woodbine/Woodlands remain unchanged? 4) with respect to residential parking permits, where are resident's guests supposed to park for longer than the permitted time and what is in place that this does not become a huge inconvenience to the residents and their visitors to monitor/enforce	4/2/2016 10:52
Sarah	It's also important to consider the costs of the alternative, which is more people like me, who live in this neighbourhood, driving to the northwest and then downtown every day for daycare drop off and work. More transit would take my car and many other cars off the road, reducing road construction and maintenance costs as well as helping my family budget out. Honestly I will probably spend that money on city recreation services for my family. Be careful when you argue about costs if you are against this project... transit is a cost saver if you look at the big picture. Check out publictransportation.org for a good discussion of costs and benefits, based on US research. Too bad there is not a Transit Oriented Development Plan, that seems like a great idea. More people living around transit would really support our local businesses with more customers. With all due respect, these arguments don't have a leg to stand on.	4/2/2016 10:33
Ann	Thank you for your reply. Woodbine is adjacent to BRT. Would communities nearby include Evergreen, Somerset and in the future	4/1/2016 9:43

	Providence? I understand the feeder bus network here is under review and will undergo engagement in the fall.	
Ella	Good comment. Many people are wanting to know what the feeder bus system to both the BRT and C Train, as well as existing bus routes like the 20 will look like? What will the frequency of these lines be? Hopefully the routes and frequency will not be decreased to help pay for the ongoing operation of the BRT. Difficulty with connecting routes from the C Train can already be a disincentive.	3/31/2016 13:10
Jen in Woodbine	Fully supportive of the BRT - I will use it to get to downtown, and my kids will eventually use it to get to schools. I am on the NW end of Woodbine, so getting to the BRT stops would be either on foot or bike in nice weather (therefore secure bike storage would be great), or via the 56, I'm assuming the 56 route would be slightly modified to incorporate a BRT stop.	3/31/2016 11:46
Glenn Johnston	If no additional parking is going to be provided at the new SW BRT hubs the existing heavily used parking lots at the strip malls in Woodbine, Braeside, and Glenmore Landing as well as the parking lot at Southland Leisure Centre will end up being used. Parking at Rockyview is already a challenge and the hospital lot is very expensive. It is facile thing to assume that these existing parking lots would not be used by riders.	3/30/2016 16:57
RM	What is the rationale for having the bus-only lanes on the west side of 14th St from Southland to 75th? The destinations are on that side but the communities where the passengers will come from / return to are on the east side. Also as 90th is a T the bus lanes could just bypass that intersection completely at street level rather than having to build an underpass.	3/30/2016 14:48
RM	Yes please. Racks on the buses would significantly expand the area served by the route.	3/30/2016 14:40
What is City hiding?	The BUDGET, the actual cost burden to taxpayers. The only adjustment that has been made to the original \$40 mil that council approved in 2011 is an extra \$5 mil that the mayor stated last week was due to inflation for a grand total of \$45 mil. How much for UTILITY RELOCATION? How much for new PEDESTRIAN OVERPASS at Rockyview Hospital location? How much for 90th AVE. TUNNEL? There must be RIDERSHIP studies, why have they refused to share? PLANS FOR TOD were denied up until last week including at their final community engagement meeting on March 23rd where one of their storyboards boldly stated there were no plans for TOD associated with SW BRT. The real question is WHAT ELSE IS THE CITY HIDING??	3/30/2016 9:03
Barb	I live in an area that already has parking restrictions. Enforcement is lacking. The SW BRT will increase the amount of non-residents parking in the community.	3/29/2016 21:42
Db	I think using Dalhousie's park and ride would be better than Brentwood. There's very little opportunity for park and rides there. It is almost always full. Whereas Dalhousie almost always has spots.	3/29/2016 21:22
Rider	Take the bus.	3/29/2016 16:45

Rider	I think the city has been forthcoming with information and have no concerns about transparency. Just because you don't know something, doesn't mean the city is hiding it from you. What exactly are you referring to? Also, the feeder routes already exist. If you rode public transit you would no this.	3/29/2016 16:44
SB	Not enough information is provided to comment on this topic. What are the routes for the feeder buses to the Glenmore Landing, Heritage Park or Rocky View hospitals. The 14th street BRT is not thought out and should go back to the drawing board. More information and transparency is needed.	3/29/2016 15:36
robdickinsonAB	Given that people will be connecting to these key bus stations via other connector routes, walking or cycling, it is important that the stations accommodate this. Reviewing existing routes and how they connect with the BRT stations, ensuring pedestrian access is available and accessible by all (seniors, disabled, parents with strollers, etc.), providing the option of bike storage on location and ensuring the buses on the route have bike racks are all aspects that should be considered and incorporated. Connecting to the surrounding community is important. Each bus station location likely has different access opportunities, however ensuring that nearby crosswalks are accessible, safe and well lit should be examined. In the case of 14 street specifically, improving the connections from the communities on the east side is important. Running the BRT along the three major hubs on 14 th street makes sense. However, encouraging ridership from the residents in the east communities is also important. Improving the connections at 90 th avenue and Heritage Drive SW should continue to be explored, such as the introduction of pedestrian overpasses.	3/29/2016 12:10
CMRes	If pedestrian bridges are built to cross 14th Street to access to the stations, can they please have stairs in addition to the ramps? Usually the ramps are extremely long and while that is great for mobility challenged people and cyclists, it would be nice to cut down the significant time it takes to walk around the entire ramp system of the bridges by using stairs. Thanks!	3/29/2016 9:49
Okotokes living	I live in Okotoks and work downtown. If you are at the LRT park and rides after 7:30am all the spots are taken. Where will i be able to park along the BRT line and take the bus downtown? Will it save me time vs taking the C-train? Is the BRT going to cost anymore than the LRT ticket?	3/29/2016 4:52
Why so many stops?	A stop at Rocky View Hospital, Heritage Park and Glenmore Landing is very excessive for a BRT. There will be no time saved with three stops in 500 meters. The zig-zag coming out of Rocky View hospital into traffic north bound on 14 street looks impossible a turn for an articulated bus, two immediate 90 degree turns, an immediate right then an immediate left into traffic? Have the engineers really thought these turns out and can an articulated bus really make them safely?	3/29/2016 3:24

Robyn in Woodbine	I am within a 5 minute walking distance of one of the BRT stops, so I will be walking to the bus. If the BRT is to maximize patronage, mobility options and convenience is important. Safe bike storage is important, quality sidewalks are important, and feeder buses are critical to maximizing patronage. In my area, the north side of Woodview Drive lacks quality pedestrian connections to 24 St. Convenience is critical to ensuring people will use this line. Parking should not be provided - how are we ever going to increase use of public transit if we always provide parking? Reduce parking, and improve transit! Looking forward to having the BRT in my area, I will be using it daily to get to and from work downtown!	3/28/2016 12:48
Lea	In order to build ridership, you will need PARKING. Did I mention PARKING? Especially in Currie Barracks as it will be a destination spot. A lot of the surrounding communities would be happy to use the route since they didn't bother to provide parking at Westbrook...	3/28/2016 12:48
dogmelissa	Heritage Station Park & Ride is bursting at the seams, with "overflow" using the old Y building across the street. There needs to be something done here. Either tear down the old Y building and build a bigger parkade, include a *lot* more secure (enclosed) bike parking (why not build cages with roofs to protect bikes from weather?) or both. All BRT stations should have some concessions made for bike parking. They should also have good, safe pedestrian access including overpasses/tunnels where vehicular traffic is fast and/or heavy.	3/28/2016 8:52
Guillaume	There should be bike racks near the BRT stations, or at least at some of them. The city should be encouraging more people to utilise other methods of transport other than car. Also, each neighbourhood bus should have a direct quick route to either a BRT station or an LRT station. It would also be amazing if each BRT route were to directly go to the city core and return back to the suburbs.	3/27/2016 21:41
joannie	Every community should have a connecting bus to the BRT. Walking to it is not always easy with small children or for people with mobility issues. Calgary Transit also needs to figure out a bus route to connect SE communities better. I can't speak for the other areas of the city but in the SE if you need to go one community over its a nightmare to get to. I have small children walking 45 minutes to a hour to get to the next community because there is no transit connecting them is difficult especially in cold weather. Please remember that not only able bodied adults take transit just to go to work etc when designing the BRT and new routes. Transit should be easily accessible and convenient for everybody including families. As a stay at home mother who does not drive I find myself isolated because the transit system in my community is not well planned.	3/27/2016 20:46
MareHare	Raised pedestrian crossings! Somehow this was missed in the West LRT development or the pedestrian crossing were placed several hundred metres away from the train station. When thousands of pedestirans are waiting for the signals to cross, they inevitably get impatient and start jaywalking leaving room for pedestrian/vehicle collisions.	3/27/2016 17:50

Woodlander	I would never use the BRT as currently proposed. When the time to get to the BRT "Station" is factored in, it would be quicker and simpler for me to continue to take the current bus route to the LRT.	3/27/2016 14:38
LeMoN	The options are fine as there are a number of ways to get to the BRT stations. Thank you for letting us folks who see this as positive make our voice heard. The negative people were getting in our way and trying to take over as everyone's voice and that was simply awful on their part.	3/25/2016 15:02
H Min	I don't think this project has been sufficiently studied for numbers of residents that travel cross city several times daily to make the numbers somewhat fit the costs. From what I read, it's cheaper and more convenient to have School bus, type signed up for service riders going cross town or a major destination like MRU, 17 th Ave BRZ, Children's Hosp. I was trying to imagine getting from Oakridge/Braeside to MRU or Children's Hospital via public transit...yikes	3/25/2016 12:54
Owl	The Glenmore Landing Station will attract more cars to an already overfilled parking lot. The neighboring streets of Bay view , Oakridge and Pumphill would be cluttered with parked cars and the resulting increased traffic. People are unlikely to ride bikes to the BRT. If they did what would you do with all the bikes?	3/25/2016 11:31
Nik	I live in NW and love the area, but problem is there is no access to downtown directly. If BRT is to be built near Brentwood station, it doesn't solve the problem. We need direct access to downtown or via some connecting bus. Choose a spot which can become new hub for people to come and commute to downtown. If we reach downtown there are trains to go anywhere. And this is stupidity to think using park and ride option at Brentwood. How come? There is no space!!!! Please pick up a spot which not utilized yet but has potential and capacity to cater to many people for BRT. Free and enough parking is must have...	3/24/2016 23:26
BIS	I live in NW and love the area, but problem is no access to downtown directly. If BRT is to be built near Brentwood station, it doesn't solve the problem. We need direct access to downtown or via some connecting bus. Choose a spot which can become new hub for people to come and commute to downtown and from downtown there are trains to go anywhere. And this is stupidity to think of park and ride option at Brentwood, how come? There is no space!!!! Pick up a spot which not utilized but has capacity	3/24/2016 23:22
Access	park and rides are now full. How do you expect additional cars to access them. From there to BRT stations will add more time. It'll be faster to drive downtown.	3/24/2016 21:51
StuG	I have not read all the other submissions yet, so some better ideas regarding the Glenmore Landing Station details may have been submitted already. Does the proposed pedestrian bridge across 14th St SW also include a bus stop for the 79 bus? The existing bus stop on the north side of the Jewish Community Centre is a fair distance from the new BRT station, and will require crossing 90th Ave SW, which is actually a fairly hairy undertaking with shrubbery blocking the view of the crosswalk, the left turn lane on northbound 14th St SW,	3/24/2016 18:12



	etc. Seems a bus stop immediately next to the east side of the pedestrian bridge would be a preferable design. As mentioned, this may already be included in the design or other suggestions. Thx Stu in Bayview	
Leigh	I will be using the 17 Ave S.E. BRT and currently walk to the bus stop to catch my bus, it's important to me that the pedestrian connections are improved significantly. The sidewalks along 17 Ave S.E. are too narrow and very rarely cleared of snow, ice or debris from the road. There are also light standards installed 2/3 of the way into the sidewalks, so often times you have to walk on the grass so that you don't have to walk next to fast moving traffic. If you could widen the sidewalks or install a pathway that would be great, but you need to ensure there is a maintenance plan in place for snow clearing and the removal of debris (typically small gravel from the roadway). Also, please make sure there is enough lighting along the sidewalks to help pedestrians feel more secure when walking along the corridor when it's dark out.	3/24/2016 15:25
Bob	Are the feeder buses to the LRT going to be replaced or altered by the BRT system?	3/24/2016 13:47
Chris	Hope to see more thought put into pedestrian connections to the stations as riders will have to cross busy streets in many cases (24th st, Southland, 90th ave, 14th etc.)	3/24/2016 12:19
Justin	I live in Haysboro, and the closest BRT station for me is proposed to be on the west side of 14 Street at Glenmore Landing. Currently, to get there I would have to cross 14 Street on the south leg of the intersection, then cross 90 Avenue on the west leg of the intersection. When 14 Street is widened to include the new transit lanes, I will now have 2 additional lanes to cross. It is my understanding that a grade-separated pedestrian crossing is being considered at this intersection, but it is linked to the redevelopment of Glenmore Landing. Having a grade separation will make it more convenient for me, and likely others, to cross from Haysboro to the SW BRT station. I know these crossings can be expensive, and will create a footprint in the green area on the east side of 14 Street, but overall would be of significant benefit to transit users and visitors to Glenmore Landing - it would also be easier to get to the reservoir by bicycle. Please consider a grade separated pedestrian crossing of 14 Street at 90 Avenue as part of this project, instead of waiting for a potential redevelopment of Glenmore Landing.	3/24/2016 11:57
Jillian	I support efforts to make it easier to bike and walk to the BRT. Many transit users are content to make a 10-20 minute walk in the winter to get to transit and there are a lot of people without cars who have to do so. We can't throw out the whole concept because not everyone will live right beside it. Similarly, the reality of living in a growing city like Calgary is that parking is going to get increasingly more scarce and we have to learn to live with this in the best way we can. Again, we can't throw out the whole concept because of this. This is the way forward environmentally and in terms of making the city accessible to everyone regardless of financial resources.	3/24/2016 10:20

WhiteRaven	Correction to my post. The bus route is 79/80, not 90/91.	3/24/2016 9:06
WhiteRaven	I am a senior living at the west end of 90th Ave. SW. I will not be attending MRU so that is not a destination. Cycling for me is not feasible but still needs to be addressed. Exactly what route would a cyclist take? There are no bicycle lanes on 90th even though it has been designated as a parkway. Approaching 14th St. what would be the route into the Glenmore station? Through Glenmore Landing? A new left across 90th just before 14th? Take a left onto 14th and then a new left across 14th into the station? The same issue arises with a bus along 90th. It would seem more practical to remain on the 90/91 bus and simply take the short ride to the Heritage Station LRT.	3/24/2016 8:48
Cthomp	This is a great concept. My only concern and it is a big one, is the negative effect on parking at Glenmore Landing for those using the station at this location. Parking at this lot is already at premium. I really don't think, for example, people are going to walk from communities such as Oakridge to take a one stop ride to Mount Royal. They will drive to Glenmore Landing and take up spots there before the offices and shops open only to cause more parking problems for those using these businesses.	3/24/2016 7:34
RS	One proposed bus station is at Glenmore Landing shopping center. Will bus riders park their vehicles at the shopping center for the day and make the parking even worse	3/23/2016 22:15
JG	Near enough to me that I'll be walking. Bike parking is probably useful for local residents who are more than a few minutes' walk away. I'm really looking forward to this route, but I do admit that I'm concerned people might drive if they're more than a 10 minute walk away or so (even though they might still be from within the community). In Woodbine, this would likely be an issue for businesses with parking (like the Safeway), potentially residential street parking, and also the soccer field parking lot at the end of the line. Can't say I'm fond of the idea of having to implement parking permits/restrictions, and if my concerns are unfounded, I'd love to see some more information about whether BRT routes impact parking, to alleviate my concerns.	3/23/2016 20:12
6	will there be bike racks at any/ all of the stations? Will any of the buses have bike racks on the front	3/23/2016 20:11
getting to and from	I think parking restrictions on streets adjacent to the BRT stations is a must AND the feeder bus routes need to sync up with the BRT buses.	3/23/2016 19:28
Julie Kearns	A review of the feeder bus system is an imperative. The routes have not changed in 30 years, and the meander through the sw suburbs. I would like a bus route on Palliser Dr and/or 90th Ave and/or Southland dr. that runs frequently (not every 20 minutes) and takes a direct (linear) route to the LRT or BRT and doesn't sit for minutes to get back on schedule.	3/23/2016 18:30
D	Stations should have strong walking and cycling connections. Consider neighbourhood boulevard and bicycle lane connections that end at stations with ample bicycle parking. Bigger intervention projects such as under and overpasses might be needed to cross major roads such as 14 St SW. Community park 'n' ride isn't a problem if communities work through the permit parking proceeds.	3/23/2016 18:13

Ann	Please define local communities. Also, you say there are no plans for park n' rides but that could change in the future especially in regards to the terminus station could it not	3/23/2016 17:20
Interested	How will people, especially the elderly get from the station to the Rockyview hospital building. It is a steep hill for walkers.	3/23/2016 16:56
Peter Arato	This is effectively inaccessible to the majority of Pump Hill, Palliser, and Bayview residents. Have you done a study of how long it takes residents to get from their homes to the nearest BRT station, how far do they need to walk, how many feeder buses they will need to take, and what will be the typical wait time. This data should be put in a pareto chart, and I believe the result will show that over 60% of residents would take more than 20 minutes to reach the BRT station, and would need to walk over a kilometer. Parking is a fundamental necessity in the suburbs in the winter. A greater benefit for Calgary would be to increase LRT capacity and parking at a much lower cost than BRT.	3/23/2016 16:43
Siblyth	I'm very afraid that our neighborhoods will become parkades for these transit stations. Having lived in a permitted neighborhood at one time was awful. Having visitors was a nightmare. I would really hate to see my peaceful child friendly bike friendly neighbourhood become a parkade for this ill conceived project.	3/23/2016 16:38
Graeme	I do not see how Palliser residents access the BRT in any way that is different from access to the C-Train. Feeder bus 84 and 16 point is the C-Train at Southland. The feeder bus presumably drops BRT passengers on the Southland stop near 14th. This appears to be a duplication of effort.	3/23/2016 15:43
gibs	SECURE bike parking	3/23/2016 15:15
good idea if it fail then we have addition lanes to drive on BIS	good idea if it fail then we have addition lanes to drive on	3/22/2016 17:32

## Safety, Crime & Noise

Screen name	Submission	Submitted
Nervous	Will the City please publish the Crime stats the Calgary Police have assembled wrt to crimes committed in proximity to LRT Stations? My understanding is they demonstrate that criminal activity increases as much as 80% as opposed to areas not impacted by transit stations.	5/20/20 16 12:05
Andrea	I find it uncomfortable having to share a train with someone who is so drunk that they are disruptive and rude to other passengers I think calgary transit needs to have more cops on calgary transit any side of the city day and night their are kids and parents on the train I don't believe children should be subjected to things like that. Not only that but some people also being beer in the trains and spill their beer by dropping the cans it is vandilization and I'm appuled by the fact that calgary transit allows such behaviors I don't feel safe.	5/15/20 16 22:26
Noota	I lived in Montreal for years before moving here. I am not concerned about noise or crime and safety, there are enough large cities that actually have efficient and USED public transit I'm sure there are numerous models of what to avoid and what to replicate. If this is done well enough to attract users it should bring down noise by reducing traffic.	5/15/20 16 10:03
Roberta	can you confirm if the articulated buses for the BRT routes will be using natural gas? I've heard conflicting information that City of Calgary can only access articulated buses that run on diesel.	5/13/20 16 13:57
Concerned Taxpayer	So, is this the same level of communication and cooperation that caused ATCO to have rip up a newly paved Elbow Drive to replace pipe that could have been done all at once?	5/8/201 6 15:20
Concerned Taxpayer	City of Calgary I am sure you have had some positive commentary but the vast majority has been negative. The negative commentary that I have read appears to be from property owners (read taxpayers) that will have the quiet enjoyment of their property interrupted while having their taxes go sky high. The positive commentary seems to be from younger people many of whom are students (read living at home - not taxpayers). Is there any amount of negative commentary or is there anything that any group of people could say to stop this "project"?	5/8/201 6 15:17
Concerned Taxpayer	I do not understand how you can make this statement. The Woodbine/Woodlands area is not growing or if it is by very little since the area is pretty much fully developed. As has been mentioned by many people, the current system has lots of capacity. Busses are not full. Increasing the frequency and size of the LRT trains would help with any future growth. From a security point of view, we will have more crime around these stations. The current buss shelters are constantly being smashed. I would prefer that the city have more security patrols of the existing transit system. The last thing we need is an express route from criminal activity. And if the current lack of security is any indication, there won't be anyone responsible for monitoring the system or if there is initially it will be cut once the cost comes in.	5/8/201 6 15:04

Colin	<p>Dear CityofCalgary. Please allow me to respond to your comments. Transit IS a common mode of transport for those committing crime. I used to live in Southwood within walking distance of the Anderson CTrain station. Our house was broken into and the very nice police officer insisted that his experience indicated that most likely the perpetrators used public transit to come into the area and leave. How could he possibly know this other than through past experience. In my experience the criminals did not steal 'large items' that needed a vehicle to transport. Their target of opportunity was small valuables, jewellery, portable electronics, cash and alcohol and to transport they took one of my gym bags. To the average bus driver a person carrying a gym bag would not look out of place and most likely would not question the contents. As far as your comment about 'traveling criminals' please tell me where the 'bus driver' is on a Ctrain, which would be the preferred method of travel into the surrounding area. With respect, I have to call you out on your comments you somewhat naive position that Calgary Transit is not a 'vehicle' for criminals. It most certainly is and one should be aware of the inherent risks when living within walking distance of transit.</p>	<p>4/26/20 16 15:02</p>
Robyn in Woodbine	<p>@Concerned - two additional lanes of traffic is for buses only, PLUS it is conceivable that more people using the BRT would result in less use of cars, thus reducing some traffic on 14th, PLUS with the southwest ring road coming, a lot of traffic will be diverted. So I don't buy that in the long run it will be a night and day difference. I just don't feel sorry for anyone who is complaining about the "effects" of a metropolitan city, including traffic, noise, and density. If you wanted a quiet, serene property, you shouldn't have bought your home near 14th St.</p>	<p>4/25/20 16 12:45</p>
Stella	<p>I had posted earlier about have you considered and environmental impact statement for the marshlands that run along side of the 14th street - you haven't replied to that. What if anything have you completed to protect the wetlands that are along side 14th Street on the west side from litter/construction damage and more disruption to that marsh? You also haven't replied to my statement about the increase noise for residents that live along 14th Street without a sound barrier in Haysboro? What if anything have you considered to protect the residents from the increase noise from the buses along that route for the future if this is a transportation corridor? Currently there is just a chain link fence. This is big picture thinking which you haven't address - continued focus on the "beauty and function" of a city. Putting up stone walls isn't making things beautiful - it makes for cement tunnels for cars? What if anything are you going to do to address noise and make sure this new roadway is beautiful to future generations? What have you considered or proposed to allow for our elderly residents in Haysboro/Southwood (we have a high concentration of elderly people ) to access the grocery store and amenities like the lab/Dr's offices/swim at CJC etc.)? How will the seniors get across the considerable larger roadway safely now? Many of the local's walk across 14th street now to the shops - what is your plan for continued walk-ability and safety? Why do we not see any people on the buses in the morning right now? Driving to work I have been paying close attention to people waiting at the bus stops - there are very few people waiting. The buses that I see in the traffic at 7:30, 8:00, 8:30 am are not even 1/4 full? Why do you feel we need bus lanes on 14th when during</p>	<p>4/24/20 16 11:37</p>

	<p>rush hour the buses are empty? They may pick up riders later in the route but not from around here. I watch every morning - I have yet to see a full bus on 14th street. Please directly address ridership numbers. Compare those numbers to areas like Beddington for example which is the same distance to downtown. What are the ridership numbers for those areas compared to our SW. Because they don't have LRT trains nearby probably high. We have a train system so most people to the train then downtown. We don't need a BRT to get people to college. Please address pollution. What impact with all the buses and new transportation corridor have on individuals living close to that roadway? What if any consideration does the City undertake to try and preserve air quality when creating transportation corridors near people and well established neighbourhoods?</p>	
Captain Moderate	Perceived safety will help ridership which will help actual safety. Good system and shelter maintenance and high quality appearance will help with this.	4/23/20 16 7:49
Algoma	Crime is a problem at our existing stations so I don't understand how these will be better. I am not worried about people using the LRT to steal my TV, I am worried about vandalism, some homeless people squatting in Fish Creek Park due to easy access and violent crimes. The city gave up replaing windows at Anderson station years ago because vandalism could not be controlled. I would like to see this route ended before reaching Glenmore Reservoir. I think this is an example of bennifitting the few at the cost of many.	4/21/20 16 8:43
Ann	You're right, these accidents don't always happen in the intersections. From your description of the roadway design between intersections, it could be a challenge to get to these accident sites if more than one or two cars or lanes are involved	4/15/20 16 10:41
J	There have been so many submissions in this area, wasn't sure if my additional questions from April 11th had been seen. "Thanks for your responses on the pipelines and utilities. I have seen lots of work going on. Do you have anything to share yet on what has been uncovered? I have every confidence that the City will ensure that Emergency vehicles can access the Rockyview Hospital. My question had more to do with the almost daily accidents we see on Glenmore Trail or 14th St SW. When these happen during peak periods, it can be challenging for First Responders to reach the accident site. I can envision that being difficult with the narrow wall to wall lanes, concrete barriers, and no shoulders proposed on parts of this roadway. How will first responders reach accident sites on the road?"	4/15/20 16 10:01
Moresmoke	Dear City, I've been hearing that noise analysis is "under way" for the past 4 months but have yet to see any proof of this. As a directly impacted property owner, I would think someone from the city would have contacted me by now. This is not the way organizations build cooperative and trusting relationships! I cannot understand why people along the	4/14/20 16 3:09

	SWBRT would have to search the South Crosstown BRT website for "more info".	
SM	The new BRT stations will introduce crime into communities. It's outrageous that the City/Calgary Transit continue to deny this. Speaking to residents in other communities who have had new bus stops/LRT stations introduced into their communities, they confirm this is the case (as do Calgary Police officers and CPS crime stats). If someone lives along the SWBRT route, they should be prepared for an increase in theft, b&e, vandalism, assaults and other crimes if the project moves ahead. That is the reality.	4/14/20 16 2:11
toodaloo	Do you know what a hotbox is? It's when you roll up the windows on your car & smoke pot. I think heated bus stops are providing the perfect alternative for hotboxers without cars. I am concerned about crime at the bus stops resulting from people loitering/sleeping at the stops throughout the year. What additional policing budget is there to support 18 or so bus stops and the resulting vandalism, drug use & vagrancy for 24/7 365? I am very concerned about noise pollution. How can the city continue to insist this project is going to go through with so many important questions unanswered? I feel like the city doesn't care at all about the impact this project is going to have on our community in the short term (4 yrs of construction traffic) or long term (the overall aesthetic impact is UGLY - more concrete & roadway-, slower then existing transit options -except for the 5 min improvement on students travelling from Woodbine from MRU!- the negative impact on vehicle traffic & accident victims safety (shorter turn lanes & concrete barriers between all lanes without any boulevard or green space to move accident vehicles to) and the crazy intersection in front of the hospital (the city is working with the hospital to resolve every problem- we know!). I am tired of all the gloss the city is using to buff up a turd. The entire project needs to be reconsidered based on the development of the ring road and the impact that will have on traffic in this corridor coupled with the 4th train on the LRTs. Other route options must be considered.	4/12/20 16 15:06
Ann	I guess it might be helpful to distinguish between what is transitway on these maps and what is BRT. My understanding is that transitway is dedicated to transit use only? So it would be a bit of a misnomer to label the entire route of the SWBRT a transitway	4/12/20 16 10:23
Ann	I went and checked the South Crosstown BRT web page as suggested regarding this noise issue and noticed something that has me confused about the bus only lanes. This site states that "Bus-only lanes are not planned for the South Crosstown BRT project, except between Richard Road and Heritage Drive" on the SW Transitway. My understanding was the bus only was Heritage Drive to 75th Avenue. I went back to the SW Transitway webpage and noticed that this map showing the bus only routes are different from the South Crosstown BRT map's bus only routes. Which map is correct	4/12/20 16 10:06
2014 City Census	When you say for the greater good, 78% of the residents within the affected neighbourhoods rely on non-transit modes of transportation to get to work. Why take Census data and then not use it?	4/11/20 16 21:59

Bus Noise	As a resident backing onto the west side of 14th Street SW, my personal experience with bus noise is that it is louder and more apparent than regular vehicle traffic. The combination of acceleration and deceleration as the buses approach Rockyview Hospital & Heritage Park along with brake noise is very apparent. The intent of the City of Calgary utilizing bus only lanes is not to have periodic buses, but rather a constant flow of buses utilizing this corridor. The City has also expressed plans to utilize these lanes for emergency vehicle access as well, so when we get a brief moment of reprieve from the bus traffic, we can look forward to concentrated noise from the emergency vehicles. A baseline noise assessment should have been completed before the bus traffic patterns changed along 14th Street SW. We are already experiencing increased bus activity, including bus traffic which is noticable at 5:40 am. It wouldn't be so bad if there were actually people on the buses.. but being woken up throughout the night as empty buses tour by is completely unnecessary.	4/11/20 16 21:55
J	Thanks for your responses on the pipelines and utilities. I have seen lots of work going on. Do you have anything to share yet on what has been uncovered? I have every confidence that the City will ensure that Emergency vehicles can access the Rockyview Hospital. My question had more to do with the almost daily accidents we see on Glenmore Trail or 14th St SW. When these happen during peak periods, it can be challenging for First Responders to reach the accident site. I can envision that being difficult with the narrow wall to wall lanes, concrete barriers, and no shoulders proposed on parts of this roadway. How will first responders reach accident sites on the road?	4/11/20 16 14:38
unbeliever	Would that be the same kind of working closely for an efficient, coordinated and safe manner as was achieved on the reconstruction of Elbow Drive and on 8th Ave at the start of the west LRT? Oh boy, can't wait!!	4/11/20 16 12:36
Concerned	People buy into a community expecting a certain amount of noise. When the City makes changes to the communities that cause a major shift rather than a gradual shift in noise, people will be upset. Adding two more lanes of traffic is a 33% increase in the existing roadway . The anticipated number of buses utilizing this section of 14th street is a night and day difference with the current traffic patterns. A more meaningful approach would have incorporated a gradual increase in frequency of adjusted routes so that communities could adapt to the change more gradually rather than being forced to embrace this insanity all at once.	4/11/20 16 8:22
Sleepless in Calgary	When will we get to see the results for the noise assessment? As a resident backing onto the west side of 14th street, we are concerned with how low of a priority the noise assessment has been to date. Bus traffic patterns have already shifted with the South Crosstown BRT and we are already being impacted by the increased noise throughout the night by both busses and the new flight patterns of aircraft from YYC. The noise baseline assessment would have been more representative back in 2010/2011 when this concept was being explored. Aside from perhaps rebuilding the existing noise wall, what other measures is the City willing to take to minimize the noise impact this traffic will have upon the residents? We keep asking for clarification on this matter and the City of Calgary transit department has remained non responsive to this issue. We	4/11/20 16 7:56



	are citizens directly impacted by this project and are tired of being dismissed as insignificant.	
chattykathy	While I am glad for the current safety features, I feel that adequate lighting, call boxes directly linked to the Police are a must in the BRT stations. Hiring extra security personnel would be a welcome addition !	4/8/2016 20:12
sam	need more security personnel (not just cameras) on buses & around stations to ensure public safety and discourage vandalism. This will increase ridership as well.	4/8/2016 9:57
Concerned citizen	We believe that there is no need to increase the size of 14th st SW and add a bus lane, making it effectively a 4 lane road each way, basically a highway! The noise level is already too much for us (we live in Pumphill and have no desire to move) and we DO NOT want more noise. The endless construction would make it difficult for us to drive our children around. The traffic on 14th st is not a concern for us and the street should not be made wider.	4/7/2016 20:52
Mark	I don't believe the BRT poses ant greater risk than current infrastructure. I have no concerns.	4/7/2016 20:02
Ironbear	unless your going to post on duty security at high risk terminals, the way it is now is Small "a" adequate.	4/7/2016 19:37
Danielle	I am excited to be able to travel faster from woodbine to mru. Thanks for this initiative Calgary! I am hopeful this will make drive times less for those who drive and travel times less for everyone as fewer cars will be on the road, which also reduces pollution! I lived in Europe and loved using transit and hope that for our family this means we can have one vehicle instead of two!	4/7/2016 8:50
craigroad	RE: Pipelines What kind of construction is required to change the pipelines from high pressure to low pressure? Does this get done before the new lanes are built?	4/4/2016 14:56
cj	Please make sure the bus stops are located in areas that are well lit. That there is universally designed accessible sidewalks that help residents get to and from the bus stop safely. Put the bus stops near businesses that are open to the public 24/7 so that in case something happens people can go into those businesses to call 9-1-1 or Calgary Transit if needed regardless of the time of day. For example the bus#1 stops at 9 Ave SE in front of the Blackfoot Truckstop. That resteraunt is open 24/7. I know as a transit user I can go into that resteraunt to ask for help when needed in an event of an emergency. I can also go into the Petro Canada station next door as well. Have a plug in at the bus stop- especially if the stop is in an isolated area so that transit users can plug in their cell phones if needed to ensure they can call for help in an event of an emergency without worrying about the battery dying. Put Calgary Transit's customer service phone number and EMS (9-1-1) phone number on the Bus sign or bus shelter at all the stops so people know who to call when they need help. Add free wi-fi to all the stops (both bus and train stops) so that people can use Wi-Fi services to call for help even if they don't have their own cell	4/3/2016 10:15

	phone provider on their mobile device. Have a bus shelter that is heated and hard for vandals to break.	
Gary	<p>first of all Calgary Transit does have a fairly safe system compared to the gun culture in the United States. I am taking public transportation for well over 20 years and have seen some horrendous incidents on buses and LRT trains. Not all of us were raised with manners and not all of us care that there is a camera watching us on a bus. I'd like to see undercover Transit Police and I understand they have them in transit systems in the United States. They wear regular clothes and they ride the system everywhere that's their job. I know they can't be everywhere more eyes and ears might help when you've got an aggressive passenger and passengers who were concerned for their own safety to get involved. The other thing that bothers me is fare collection. There are countless number of people I've talked to over the years who think it's perfectly ok to take transit for free. They don't have to pay a single Cent and at one point it used to be common knowledge that if you got past the Bridgeland LRT station or a Marlboro station then you wouldn't run into any Transit police. I spoke with Calgary Transit and they did admit that this indeed was going on and that they were dispersing their staff differently. Only recently have I seen Transit Police at the University Station with the new disbursement. This is all leading to the issue of Transit Gates. Vancouver has realize that they have been ripped off for years with revenue losses from people who simply don't care to pay a fare. How is that fair to me where I have a lower income and yes I am worried about getting a ticket. Not everybody gets caught by Transit Police. When I discuss this issue with the transit coordinator he told me that Calgary works on the honor System and that tells me he is not using the train. So I am asking Calgary Transit to install Gates because I am sick and tired of paying my own fare and watching someone brag they got it for free. I've even seen girls wiggle their breasts in front of Transit officers to get out of a ticket. Install fare Gates like the rest of the country.</p>	4/2/2016 15:56
Erin	"One of the most common misconceptions regarding public transit is the idea that criminals use public transit to commit crime." I have never worried about this - I certainly hope this bizarre misconception does not impede improving transit in Calgary! I enjoy many safe bus rides and am sure I will continue to do so with the B.R.T.!	4/1/2016 18:48
Not happy resident	There is going to be a huge ugly BRT station platform built among homes. Nobody wants to look out there window to see this big intrusive platform. I did not buy a home here in Woodbine to be next to a BRT station. Find a better location for this BRT station and take the soon to be crime, noise and pollution to the new location as well.	4/1/2016 17:45

robdickinsonAB	<p>First, I would like to recognize Calgary Transit driver Amandeep Hunjan for his efforts in assisting the young woman who was recently a victim of sexual assault: <a href="http://www.metronews.ca/news/calgary/2016/03/23/ca...">http://www.metronews.ca/news/calgary/2016/03/23/ca...</a></p> <p>Pipelines - I am confident that the City will work closely with ATCO and other utility providers in the area to ensure that construction occurs in a safe manner and that the ultimate built form exists in a manner that is safe. I realize that City roads run close to and over top of various utility lines throughout the city. Also, with ATCO planning on removing the high pressure lines along 14th and replacing them with low pressure ones, coordinating that work at the same time is ideal. I know people bring up the fact ATCO had to dig up the newly built Elbow Drive section, my understanding is that was due to an unforeseen emergency situation and ATCO was circulated and aware of the opportunity to do work along Elbow in conjunction with that rebuild, as were other utility companies.</p> <p>Crime - it is important that the bus stations are well lit, have access to HELP phones or something similar, plus having cameras on site. This will deter criminal activity, help passengers feel safe and in the event of criminal activity or a health emergency it provides opportunity to call for help, and video evidence of the incident. I do not believe that a significant number of criminals travel by bus. Also, active spaces reduce the likelihood of criminal behavior. The more well used these new bus stations are, the less likely criminal activity will occur. I am comfortable with Calgary Transit and Calgary Police's approach to crime around transit locations and if the bus stations are built with various safety features in mind there should be minimal incidents.</p> <p>Noise - a noise study is currently underway for the Southwest BRT corridor. In general, since noise is measured from the backyard of a residence, the people living on the west side of 14th street could actually see a reduction in overall and continuous noise. Since, the 6 lanes of higher volume and noisier vehicle traffic will actually move closer to the east side slightly. The buses running down the west side will not be as frequent as regular vehicle traffic so I don't expect a significant issue with noise along this section. On the east side there is significant park space, the off-leash dog park, that will not be impacted and homes don't back onto 14th street there, so again impact should be minimal. The east section of homes between Heritage Dr and 75 ave SW may be the most likely to be impacted by noise. Though, there is not a lot of room to move vehicles too much closer to the already existing sound wall and I am not fully familiar as to the location of their backyards in relation to 14th street and the existing wall. All this said, ultimately the noise study underway by the City should provide some data on this topic. I agree with another writer, that the bus stations real time bus information does not need to be announced over a speaker system. In fact, digital real time information of bus arrivals may not be necessary depending on cost, given the frequency the BRT will be arriving. Though I think the frequency needs to be increased from 10 minutes peak time to closer to 7 minutes peak time.</p> <p>General Road Safety - I would like to see improvements to pedestrian crossings along the 14th street SW section. Even though pedestrians cross at traffic lights at both 90 avenue and Heritage Drive the crossing is not very user friendly and still puts people in conflict zones. Pedestrian overpasses, though not directly part of this project, should be considered a priority along this road section. Traffic</p>	3/31/20 16 11:32
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	lanes won't be reduced, though lane width will be reduced slightly and will still be well within the national safety range, as I understand it. In fact, narrower lanes that are still safe to drive at the posted speed have been shown to be safer in studies. They discourage speeding and people are more inclined to pay attention to their driving behavior.	
redrover	My biggest concern for safety is when I am waiting for buses or trains at a stop or station. Stations being well lit, monitored by cameras, placement of stations in areas that are not isolated, and high frequency of buses arriving all go a long way to making me feel comfortable using transit during dark winter evenings.	3/31/20 16 8:41
Concerned Resident	All the Safety issues have been raised over and over again and not addressed. I am concerned about the practical issues -- the driving lanes are going to be reduced at a time when many people in these suburban neighborhoods are driving SUV's or being Calgary large pickups - we don't need smaller lanes. The issue of the pipeline is an extremely concerning one that has been raised over and over again but no clear resolution. As many people have mentioned we are concerned about the safety around these planned stations -- in neighborhoods where people walk lots given the suburban nature of the area. What is the safety of drivers with more buses, ambulances turning into the hospital, and all the buses and cars funneling into the same lanes on Glenmore -- what about all the back up, frustrated drivers, etc. I could go on and on but all the issues have been so well raised in all the forums and in the notes from those open houses, and in documents sent by the "Ready to Engage" committee. Issues have been raised over and over again -- and i feel they have been dismissed. I don't feel heard at all -- just feel placated by being told to write comments and not being listened to - just rationalizations. Where is the real engagement - to be listened, to be told perhaps that more investigation will be taking place, with so much concern perhaps there is a hold on	3/31/20 16 8:24

	things, etc . I know we must thing to the future - but there may be better ways than this 6 year old plan.	
dh	unsubstantiated, non-supportable at great expense (taxes up again) and highly intrusive with TOD	3/31/20 16 0:56
LD	I would also like to extend my sincere thanks to the hardworking employees of the City of Calgary who have been working on this project and engaging Calgarians for years on this topic. Please know that you are appreciated!	3/30/20 16 14:12
LD	My husband and I both look forward to the BRT and plan to take it to work on a daily basis (MRU and downtown). As part of the construction of the project, I think it is very important sound walls be built the full length of Haysboro. It is very noisy in the community already from normal noise on 14th Street. I am confident that if the City was to come measure the noise level during rush hour, we would already be over the threshold required for a noise wall. With the addition of the BRT, this sound barrier will be incredibly important to ensure quality of life in the community.	3/30/20 16 14:09
LK	I'd like to see sound walls along the south side of 14 street adjacent to Haysboro. The adjacent communities have sound walls, why doesn't Haysboro have one?	3/30/20 16 9:58
Ann	ATCO's costs will get passed along to the consumer and the rest will be covered by taxpayers.	3/29/20 16 18:48
SB	I have zero confidence in the city working well with ATCO to sort out how the road running parallel over top of the ATCO line will be handled. Currently the ATCO pipeline is to be decommissioned and left in place in the its pipeline corridor. The fact that the city doesn't have a game plan in place to sort out what to do with ATCO shows that proper thought and due diligence has not gone into planning the 14th street BRT. Who is going to foot the bill of (I assume) demolishing and removing the pipeline. The total estimated cosst for this BRT are very under estimated. The city has had very little transparency about what they are doing regarding the 14th street BRT. When the Glenmore Elbow overpass was being constructed the city was open with correspondence about what they were doing, the schedule and how we would be impacted. I haven't seen any information such as this for the 14 street BRT. This is unacceptable. We most certainly will be affected by the construction and operation of this BRT. Something stinks with how this being handled.	3/29/20 16 15:48

Not happy resident	This project was started way before the residents of Woodbine even were aware of it. This transit system project should of been communicated to the residents of Woodbine and Woodlands before it was started not a few years into the project. There are other better placement locations for this. Why not build it in the empty field right by Anderson road? It would make better sense there. That is a field that doesn't see much use. This transit system will be practically in my back yard and others. It is sad how this project is going to be destroying beautiful fields that our children safely use and not to mention the wild life around here yet again will see less land. There will be an increase in crime, noise and pollution. There needs to be meetings to see who in Woodbine and Woodlands actually want this transit system built here. It should not be built smack dab in the middle of a beautiful community with houses all around. Move it to an location that is less intrusive. We don't want it in Woodbine in the fields that see a lot of use. This is just sickening.	3/29/20 16 13:33
bob	say something	3/29/20 16 9:26
Mike C	Well lit stations and cameras help prevent crime. The SW brt is absolutely needed. Get it done!!	3/28/20 16 21:31
Robyn in Woodbine	In my personal opinion, I expect noise from a city of 1.2 million people, and growing. I know that we are projected to be a city of 2.6 million people by the 2070s. The noise bylaw should curtail excessive noise, but if anyone is expecting a peaceful, serene, and quiet city, well then they've moved to the wrong place!!! Move to the country if that's what you expect! In terms of safety, the stations should be well lit, minimize crime prevention through design, and ensure the safety of all patrons.	3/28/20 16 12:59
Lea	Need to make sure stations are monitored in order to keep the station and the people safe.	3/28/20 16 12:50
Mary-Anne	I don't believe the City will effectively be "working closely with utility companies including ATCO Gas and ATCO Pipelines to gather information about underground utilities and identify how to best coordinate road construction with utility work." If the recent Elbow Drive fiasco - dug up, refinished, then dug up all over again for utility work - is any example of working closely with utility companies, it's a disaster. All our money spent twice because of incompetence.	3/28/20 16 11:37
jp81	keep a closer eye on people who think its fun to get drunk on a bus and the other ignorant people who like to put there wet feet after or during a rain or snow day on the seats. I have to take the bus all the time because of a medical problem and have been punched in the face for asking someone during the stampede a few years ago not to pound back a beer in front of a few little kids, and don't want to sit in the seats after seeing someone put there feet on it not knowing if they have just maybe walked in dog crap	3/27/20 16 23:41
CalgaryAGT	It looks like you've considered crime and underground utilities and noise carefully and have ensured appropriate measures are in place to ensure safety. I support the Southwest BRT.	3/27/20 16 14:05

LeMoN	Great considerations and I have no concerns with what is stated.	3/25/20 16 15:08
Owl	Once the SW BRT is built there will be TOD. Transit oriented development means high density and high rise buildings being built at certain bus stations such as Glenmore Landing. Along with increased density comes increased traffic and more crime. Increased density results in a decrease in quality of life.	3/25/20 16 11:39
Stella	As an observer in my neighbourhood here is what I know..... 1. Near bus stops there is increased garbage, and the city doesn't always supply bins. In fact, at one stop on Heritage Drive a citizen has installed their own garbage can and then also empties that bin themselves to keep the garbage under control in their yard. 2. People who are waiting around for buses like to carve their names in things, they like to break things and also spray paint things. Smoke and drop their butts everywhere. How many times have the bus shelters been broken on Heritage Drive - lost count. 3. Well know fact is that the LRT and associated buses routes are used by thieves as their escape route. Ask any employee at Super Store and they will tell you they steal purses, wallets then jump on the train and just flow into the crowd to get away. The bus system in Calgary is not as wholesome as you may think. 4. On many occasions individuals have been severely beaten and robbed at the platforms in SW Calgary as reported by the multiple news articles. In fact crimes against visible minorities, teens and others have resulting in life changing head injuries and serious body harm at our sweet little Haysboro LRT station. Everyone here knows for a fact---- you NEVER go on to the platforms at night or any where near there as the people who are travelling on the trains are not just trying to get around - they have other ideas about what they want to do. So now you are increasing access and likely no extra surveillance at these new bus shelters.....you can't keep up with what you have already. 5. I run and walk in our neighbourhood extensively. I have never, ever seen a crowd at a single bus stop. Early morning, afternoon, evening - I have never seen a line of people trying to get on the bus? My son took the bus to MRU for 2 years (2012-2014) and he got on the bus and sat down. Where are the crowds you are talking about? They don't exist. He would make jokes about riding the largest personal limo ride to school everyday. (My runs can be up to 2-3 hours at a time - I cover a lot of ground in the 16 + years of living here) Don't know where you get your facts from but honestly they are wrong. 6. Further, if there was such a crush of people needing transportation solutions you would see them on the bike path to the College. I run in the evening and from downtown along that very pathway to MRU and the Hospital. I NEVER see young people with backpacks riding their bike from MRU. Ever. I see people going downtown and coming back from work, but never students. I don't see them walking - zero and yet the pathway goes right to MRU. Seriously I have never seen it. I see the on the odd occasion an employee still in scrubs walking home, but certainly no giant group of people trying to get around. 7. Buses are noisy. At night with our windows open we can hear the traffic on 14th Street until well into the night. Especially when it is raining the tires on the water makes the traffic noise even louder. The buses are loud and when they stop and take off from the stop - obviously	3/25/20 16 10:45

	<p>it increases. Forward thinking cities think of the people FIRST and we should avoid building a Los Angeles where cars/buses rule. Next to the most beautiful marsh, wet land and natural setting - before you know it will be filled with garbage and cigarette butts. Between Glenmore Landing and Heritage Park those wetlands are alive. Before Heritage Park expanded their parking lot in the very dead of the night- when things are at their most peaceful- you could hear the frogs, and night creatures at work. Now, almost nothing. They built up that parking lot and somehow caused the pond to go dead. Just in the last year or so, it has recovered and you can hear the those sounds once again. You should include this in your impact assessment - increase human presence has a negative impact and why is it that this community should have a new affordable housing complex at Glenmore Landing, a new high rise tower on the 90th and now this? Get the ring road open - get the cars away from people, preserve beauty, value calm and quiet by respect those that live near roadways. Why are we to shoulder the sins of over development, a city gone wild? Did you know that those trees there has one of the largest crow rookeries in Calgary? They come at night into those trees for shelter. Did you know that Bald Eagles, Woodpeckers, Deer, Bobcats, Blue Jays and even bears move through that area.....please value things.</p>	
J	<p>Councillor Pincott was in the Metro and the article was mentioning the ATCO pipeline being repurposed or decommissioned within 5 years or so. City information had said the SW BRT would be complete by 2018. Is this then delaying the project or could you clear up how this will affect timelines? As well how are you handling the other underground utilities and water main? In this past year there were issues with the water main on 14th, necessitating much work on the grassy median, as well as limited lane closures, which snarled bus and car traffic along the corridor. I am concerned about how this will be accomplished in the future when there are wall to wall lanes separated by concrete barriers. What is the plan for this? With the wall to wall lanes, concrete barriers and no shoulders on parts of 14th, when accidents inevitably will happen within this busy corridor, how will first responders access the site?</p>	<p>3/24/20 16 23:04</p>
KH	<p>Not looking forward to the increase in crime, decrease in personal safety and an increase in noise that the SWBRT will bring to the neighbourhoods that are near and along the SWBRT route and stations.</p>	<p>3/24/20 16 20:31</p>
Noise mitigation	<p>It is a well known fact that noise studies are inconclusive and generally provide information regarding existing conditions and not future conditions. It is also a well know fact that mitigation measures (noise walls) only address noise adjacent to roadways and in fact move the sound upward and further into communities. What has or is the city willing</p>	<p>3/24/20 16 19:08</p>



	to do or consider as alternatives to present concrete wall solutions? Are you considering green walls or plant material to absorb sound rather than redistribute the sound?	
Holleit	There needs to be better lighting so people can be seen more, so of an assault goes on someone can witness it and come to help before it becomes too serious.	3/24/20 16 17:01
Holleit	There needs to be better lighting so people can be seen more, so of an assault goes on someone can witness it and come to help before it becomes too serious.	3/24/20 16 16:58
MF	As someone that formerly lived near a C-Train stop; these statistics obviously don't include all the crime & vandalism that happens in the neighbourhoods around the stations.	3/24/20 16 16:46
A.R.	Crime is definitely a concern and I am surprised to see it minimized. In 2013 for example, there were 252 victims of a personal assault on the C Train system, 208 victims of property crimes,nine reported sex crimes on Calgary Transit property,18 robberies took place on the northeast line. In 2014 there were 234 crimes against person, 31 of those sex crimes, 41 robberies, the rest assaults. The quote below is from a report from the City of Calgary. "In 2014 there were no homicides or attempted homicides. The majority of 'person crimes' consisted of low level assaults and the vast majority of sex crimes involved 'groping' or up-skirt photography (voyeurism)"	3/24/20 16 13:08
Jillian	No concerns whatsoever. Crime can happen anywhere	3/24/20 16 10:24
JG	I do not have any concerns.	3/23/20 16 20:13
Ann	This could be very reassuring to some. Do you have any statistics to support this.	3/23/20 16 19:25
D	Stops should be comfortable and safe, of course, but the presumption that transit brings crime should not be given credibility. Taking transit is one of the safest activities people do on a daily basis all around the world. One is significantly more likely to be injured in an automobile collision than be the victim of a crime at a transit stop or at the hands of someone who happens to have taken transit.	3/23/20 16 18:22
Peter Arato	"One of the most common misconceptions regarding public transit is the idea that criminals use public transit" Opportunity creates crime. People standing at BRT stations alone at night. People followed as they get off the bus and need to walk long distances to get home. House burglary, carting off belongings is not the only crime of concern... mugging, sexual assault are often opportunistic.	3/23/20 16 16:47

## Transit Oriented Development

Screen name	Submission	Submitted
Mitchell07	busses are an ineffective mode of public transportation. Use the money for trains instead. It's a huge mistake to dedicate a lane of traffic for one type of vehicle when we already have major traffic issues in this city. And it makes people ANGRY. Including myself. This idea needs to go the way of the dodo.	5/17/2016 22:08
Urban Biodiversity	Thank you for your contributions RobdickinsonAB. For the sake of transparency are you the Rob Dickinson who works for Coucillor Pincott ? Thank you.	5/17/2016 6:04
Roberta	How about some basic transparency on where these TODs are planned to be developed over the next 30 years? Even better, put our minds at ease and give us an indication of the total number of residents that may be living within a TOD.	5/14/2016 11:41
Concerned Taxpayer	Excellent post AFH. There is some clarity now as to why the City would spend so much money on an unneeded project. The question is what does the City get out of this development?	5/8/2016 13:58
Urban Biodiversity	Dear AFH thank you for your important posting. I think your information is offering citizens a look at what is really going to happen to our communities in the future. I wish that the City was more forth coming, up front and revealing about their development plans or land use policy attached to the Bus Rapid Transit project for each community. Would you please consider copying this above AFH posting from March 28 and also posting it under the heading " Anything Else You'd Like Us To Consider?" which is visited by many more people? Your above information --ROUTE AHEAD STRATEGIC PLAN 2012- "conduct land use planning for transit oriented development at BRT stations to build ridership" . "Building ridership"???? .....community members should know what the City's real goal is for their community. Thank you.	4/21/2016 9:23
urban biodiversity	Thank you very much for the additional posting GWD. I think our elected representatives should make it very very clear to all the voters through numerous press releases what their vision and therefore what the City vision is for the SW communities along the proposed SW BRT route. The information I received at least over the last few months from Councillor Pincott releases was surficial and lacked important details in my opinion. I did not even know about the topic of Transit Oriented Development until the Ready To Engage group brought it to public attention. I am still not clear what Councillor Pincott's Ward 11 email yesterday really means..."we need to understand the interaction of this project with commercial and residential developments that are coming forward in the SW Corridor" WHAT SW CORRIDOR RESIDENTIAL DEVELOPMENTS ? IN WHAT COPMMUNITIES ? ON WHAT LANDS? This is important to me ( and many others) as I live in Calgary because of the green spaces and wonderful urban biodiversity. Further declining biodiversity is a world wide crisis and increasing daily. If the City really intends to densify community green spaces within 600 meters of the SW BRT stations it is critical to know this.	4/16/2016 10:20

GWD	<p>I agree with your concerns, but please note that my April 15 "GWD" post (below) was my own personal speculation about what might be being discussed between City and RioCan. I was speculating because: (a) Demolishing and redeveloping Glenmore Landing by itself does not make a lot of sense to me, whereas demolishing Glenmore Landing to make way for a much larger development would make more sense. (Or reconfiguring Glenmore Landing to be part of a larger development.) (b) Along with others in my community I am frustrated with my Councillor who in the past has negotiated with a developer behind closed doors while simultaneously telling his constituents that he isn't aware of what is going on. So now I am trying to figure out what his current strategy on TOD at this location really is. (c) Keeping a larger development (90th Avenue to Heritage Drive) secret until the SW BRT is a done deal would be consistent with a "divide and conquer" strategy to justify the development because a BRT is already in-place.</p>	4/16/2016 7:58
urban biodiversity	<p>Re: SW BRT --With regard to the City selling the green space north of Glenmore Landing Shopping Center to a developer to build a replacement shopping center and some housing and a frontage road has there firstly been a environmental / social assessment study to 1) determine the loss of natural recreational waterfront green space and its impact on citizens 2) determine the loss of a natural area corridor and its impact on urban wildlife to be able to move north or south around the east end of the Glenmore Reservoir 3) determine the loss of natural habitat which will impact the feeding, resting and reproduction activity for wild bird species, insects, small mammal species etc. 4) determine the loss of native tree, shrub , grass and flower species 5) determine the impact of high density real esate development on the reservoir shoreline and water ecosystem and its urban biodiversity 6) determine the degradation effects of high density shoreline real estate development on the water quality in the Glenmore Reservoir which is a source of drinking water for Calgarians</p>	4/15/2016 10:48
GWD	<p>In my opinion, it does not make economic sense for RioCan to demolish Glenmore Landing (GL) in order to simply redevelop it. It's a viable business as-is and RioCan has only recently finished a major exterior upgrade. I believe a much larger development is contemplated. Something along the lines of: a. City transfers to RioCan the large parcel of City-owned land to the north of GL (i.e. between GL and Heritage Drive). b. RioCan develops that parcel first, including: a new frontage road connecting Heritage Drive to 90 th Avenue; a new shopping centre; and some housing. c. GL tenants relocate to the new shopping centre, then RioCan demolishes GL and redevelops that land as additional housing. BTW, here's some historical background on the land parcel north of GL. This land was received by the City in a land swap about 25 years ago. The City closed 14 th Ave SE between McLeod Trail and 1 st St SE and transferred that small piece of land to a developer; in return the developer gave the above-described parcel to the City.</p>	4/15/2016 8:36

urban biodiversity	Today His Worship Mayor Nenshi was at a ground breaking ceremony for a new \$500 million dollar Bosa residential and commercial development at the East Village downtown. It may be telling that he advised the ceremony that over the next 50 years the City goal is for fully half of new population growth to be absorbed by existing communities ( this is not an exact quote).	4/13/2016 18:29
urban biodiversity	Thank you for your comments aquamann88. I should have specified I am looking for this information for only the proposed SW BRT. I am confident that the City has all or most of this information already at hand.	4/13/2016 4:44
aquamann88	And who is going to pay for all this research? The city only converts green spaces into housing if it is basically an unused, empty field that no one uses. If it is parkland, then it is very unlikely to be taken away. The BRT is going to be built, the city is only looking for feedback as far as tweaking the design here & there to accommodate as many ideas as possible. There are many good ideas being put forth in these forums, but I'm not sure your comments are going to go anywhere or any action taken. That's just my opinion, I am not intending to detract from your comments, I just don't think you will be receiving the information you are asking for.	4/12/2016 20:57
Ann	Good comments. Which is why I am asking about the status of the TOD Framework that is meant to replace the current policy. From what I am reading, it has been in the works for a few years. Given that the BRT is happening in our communities, wouldn't it be nice to have a complete picture up front about what will happen in transit corridors and around BRT stations and transit nodes in general.	4/12/2016 9:32
Southwood	For better or worse, Calgary is now a big city, and we have to face the big city reality of densification. I think if done well, it's a great idea. If it takes place as outlined in this section (basically, natural redevelopment driven by market forces, which will probably be supported by BRT), great. I'm not so comfortable with the grand designs for TOD at places like Anderson Station - these look very much like ideas dreamed up by people with a Masters in urban planning, and not a great connection to the real world.	4/11/2016 19:46
MZZ	And what's wrong with TOD? I thought it was a City policy based on best practices.	4/9/2016 22:06
Joey123	I'm unclear on what is so secretive about this project as there appears to be a lot of information about it.	4/9/2016 21:55
Joey123	On the other hand, I would love to see more people in this area, though I'm not sure if snacks at the station is what's going to attract the swarms. Generally, I don't find empty sidewalks and struggling businesses all that attractive. So I'm not going to complain if someone attempts to make my neighbourhood more viable and more convenient to live in. I'm also not going to complain if my property value increases as a result.	4/9/2016 21:37
Ann	TOD Framework	4/9/2016 18:28

urban biodiversity	Please list all the City of Calgary controlled green spaces within 600 meters of the proposed BRT stations which the City will allow either directly or indirectly ( through sale to developers ) to be converted from current green spaces to housing or high density housing or non marketable housing or subsidized housing. Please advise the total number of hectares of these subject green spaces, there current recreational use and environmental assessment of what species currently occupy these green spaces and the status of those species in Calgary ( ie plants, trees, animals , birds, rare , uncommon, common, native, introduced etc ). Lastly whether the area is designated Off leash or On Leash for dog owners. Respectfully submitted and thank you.	4/9/2016 7:38
Mark	High density development in a city is a fact of life, so it should be near transit routes. This is better than more urban sprawl and should ease some traffic congestion.	4/7/2016 20:05
Robyn	We do not need more amenities in this community. The pool, shopping, grocery, etc. is no more than 15 mins away. Plus we have restaurants, groceries, etc. central to our neighbourhood. What more do we need? The proposed BRT is to be right in front of our Fish Creek entrance also. I don't think we can fit anymore people on the pathways on a Saturday.	4/7/2016 19:21
Robyn	We do not need a draw of more people in this area. It is a great residential area. If we wanted a more dense area to live in I would have moved closer to downtown.	4/7/2016 19:18
Robyn	Exactly!	4/7/2016 19:10
Mcl	From my perspective, people are "furious" about how the City has handled the SWBRT project as opposed to development. True, there are many who oppose high density developments in quiet residential areas where they chose to live but by far the biggest affront is the complete lack of honesty and transparency from City Councillor's and representatives on this and other BRT issues.	4/7/2016 13:48
R	Living in Berlin Germany for a few years, I found it to be extremely convenient to have coffee/snack stores on LRT platforms, it opens up opportunity for small businesses and employment. This could be a draw, to entice people to use transit as well, knowing there are options for food along the way.	4/7/2016 11:44
Ann	Thank you for making the change	4/6/2016 15:20
Mike	I'm in favour of transit oriented development related to the South West BRT. I see it as bringing more diversification and potentially more amenities to our communities. In our community we've had an apartment tower and a three-storey condominium development built over the past number of years. When the developments were proposed, people were concerned about increased traffic and parking problems, among other issues. Those problems just don't seem to have materialized.	4/5/2016 18:29
Anna	TOD is great and should be pushed so that each station also has daycare and a grocery store	4/5/2016 13:12

Ann	I posted here back on March 23 and my entry has disappeared. My question was about the TOD Framework the City is working on to replace the current TOD policy. It is referenced on your Transit Oriented Development webpage. Where are you at on the framework	4/4/2016 15:20
Gary	in my previous comment using voice to text, I meant that people are furiously angry about densification. in other words they want the city spread out	4/2/2016 15:31
Gary	I have only been to Vancouver and Toronto when it comes to traveling as well as Montreal. I've seen very dense districts in those areas including on public train stations. I have lived in Calgary for 20 years and I have lived in Alberta all of my life. I am still stunned at the attitude that we are a city and yet people are Furiously angry about calgary growing up instead of out. I can count to you a number of people who are furiously angry but the identification of the city. They want the city to stay spread out space-wise. I have heard this from a lot of people. This at the same time that people in One driver cars wonder why the roads are so clogged. As for me I'm a Transit user and I quietly listen to people rant and rave about development. I for one supports transit-oriented development only because it uses up space and many people will understand the convenience of living near an LRT station or in many cases on top of an LRT station. I still believe that Westbrook station should have had a condo on top of it instead of a small office tower. Perhaps the green line can have a provision that every stop must have residential zoning around it. I just don't understand why everybody who moves here has to have a house and the lawn and property while being in one driver cars. I know this is off topic but I would like to know why Calgary has never considered carpool lanes for other parts of the city. The next million people who move to Calgary are going to have cars and exactly where are we going to put them all?	4/2/2016 15:29
Sarah	Hopefully you are right and TOD is being considered in some way. There is a lot of good research about the benefits of TOD out there, like by the Canadian Mortgage and Housing Corporation. I encourage you to check it out! My feeling is that TOD would be good for our local businesses and there would end up being more services and people to revitalize our neighbourhoods. It's too bad there doesn't seem to be a grand plan, hopefully some more planning is done about TOD in the SW.	4/2/2016 10:57
Sarah	I actually find the information pretty comprehensive, and if it takes awhile to answer a question that is probably better than a shoot from the hip answer. It's pretty much impossible to address every concern. I'm concerned that a real plan for TOD in my neighbourhood, which is going to benefit from the SWTransit development, won't be created or move forward because of NIMBY-ism ("Not In My Backyard", against everything suspicious attitude), but other people feel completely differently. I might want the city to "address my concerns" but hopefully that won't happen unless I have a good argument and real facts back up what I'm supporting.	4/2/2016 10:48
Sarah	Good transit means less cars on the road, which will reduce parking and transit problems or at least let more people live in our	4/2/2016 10:03

	neighbourhoods and support our local businesses without making traffic problems worse.	
robdictinsonAB	I am supportive of TOD. The node at 90 avenue and 14 street, with the future development of the JCC, Glenmore Landing and the addition of the SWBRT, is a good location for this type of development.	4/1/2016 11:18
AFH	I agree 100% that it is important that the owners of GL work with the City to coordinate a build that integrates well with the surrounding lands, that is precisely my point. As far as "the City itself" is not planning TOD along the route... semantics is a wonderful thing.	3/31/2016 21:54
robdictinsonAB	Thanks AFH. I did indicate that Glenmore Landing would be undergoing future development, hence why having the SWBRT connecting to it (and the JCC expansion) is beneficial. It is important that the private owners of that property work with the City to coordinate a build on that land that is of the highest possible quality and integrates well with the surrounding lands. The City itself is not planning TOD along this route, unlike Anderson station, for example.	3/31/2016 14:56
AFH	RobdictinsonAB I respectfully suggest that your understanding is not correct. The City does own land along the route and have in fact had "numerous meetings" with RioCan to discuss redevelopment of the Glenmore Landing site as stated in the Stantec Functional Planning Study. I would agree with your statement that the City does not own land along the route that is conducive to a TOD build however they are in fact going forward with it as was clearly indicated in Councillor Pincot's Notice of Motion of Feb 9/15. City administration has been directed to "work directly with the Glenmore Landing Shopping Center owner to explore disposition of surplus City owned lands to be included in the overall comprehensive redevelopment, including opportunities for the provision of non market housing"	3/31/2016 12:20
robdictinsonAB	It is my understanding that the City does not have plans to under take Transit Oriented Development (TOD) along this route. The City does not own land along this route that would be conducive to a TOD build, such as what is being proposed at Anderson Station - which would be fantastic if Council could approve that, since it is going to take 15 years to actually build out... That said, there is existing private development and future private development along the Southwest BRT route. Currie Barracks, Mount Royal University and business parks in that area provide significant jobs and homes and will continue to get busier. MRU is a key institution and improving transit access to it makes absolute sense. Along 14th street SW, the two key hubs of Heritage Park and Rockyview Hospital already exist, and my understanding is there will be more jobs and activity occurring at Rockyview in the future. At 90th avenue there is Glenmore Landing and the Calgary Jewish Community Centre. Both of these areas have long-term plans for growth and the Southwest Bus Rapid Transit route will help support that growth. It provides additional options to people that may choose to live, work or play at these hubs. On Southland Drive, there already exists another key destination point, Southland Leisure Centre. Ultimately, the Southwest Bus Rapid Transit system is providing increased transit service for people to already existing hubs. There will be some development in the future along this route and that	3/31/2016 11:47

	likely would occur with or without the SWBRT. However, having the SWBRT provides more options for residents, employees and visitors of this area. There is already a demand and need for this service, it will greatly benefit the area as a whole.	
Mcl	March 29 reply from the City: "We'll get back to you as soon as we can" Nothing new here, we've been waiting for answers since the City (re) launched this project in October 2015. Of the hundreds and hundreds of questions and concerns posted to this site, I cannot find one legitimate/sincere response by the City. How stupid do they think we are?? They have no intention of providing answers on their secret project. This is nothing more than a diversion so they can have their way and start construction this summer. When citizens complain, they'll simply say "sorry, you missed your opportunity to express your concerns on our engage portal." This is sooo ridiculous. I can't believe people accept this kind of treatment from our elected officials.	3/31/2016 10:22
Barb	At your Woodbine meeting, one of your boards stated "there are not TOD developments planned..." and yet land is set aside for TOD. This seems a contradiction.	3/29/2016 21:49
SB	The statement "The BRT program does not include rezoning of lands adjacent to the BRT stations." is the elephant in the room. This is a bunch of bunk. A perfect example of this is the underpass at 90 ave smacks of some massive future development that will be taking place at this location. This is a costly adder to the 14th street BRT and what far??? Again lack of transparency of what the city is planning. Also this shows a lack of respect to the property owners in these areas that will be affected.	3/29/2016 15:56
AFH	Why have my comments between "Ronya" and "Lea" been removed? They were productive, respectful and factual	3/28/2016 13:51
AFH	City administration along with our elected officials are not being transparent much less truthful in their statements surrounding plans for TOD in relation to the SW BRT project. Until the March 23/16 roll out of this on line "consultation" they have not only insisted that there are no plans for TOD along the SW BRT route but have gone as far as accusing constituents of spreading "misinformation" (politically correct way of saying the people who elected them are liars) Their TOD plans have been years in the making behind closed doors. It seems that the City is more interested in pleasing developers than with addressing the concerns and being truthful with residents who will bear the brunt of the negative impact these developments will bring upon the quality of life in their communities. A sampling of contradicting statements over the past 4 years include; ROUTE AHEAD STRATEGIC PLAN 2012- "conduct land use planning for transit oriented development at BRT stations to build ridership" and "opportunities for transit oriented development, the permanency of transitway stations and busways give developers more certainty regarding the lasting value of improvements." DAVID COOPER & ASIF KURJI, CALGARY TRANSIT- FEB 7, 2013- interview with spacing.ca- "major changes in established communities usually occur when higher order transit is introduced." Included in response to what triggers higher order transit; "Land use and the road network" and "routes that align with future land	3/28/2016 13:30



	<p>use projections or connect with high density population and employment" COUNCILLOR PINCOTT'S NOTICE OF MOTION- FEB 9, 2015- "The City desires comprehensive transit oriented development in proximity to transit stations." "NOW THEREFORE BE IT RESOLVED that administration be directed to: a. Work collaboratively with the owner of the Glenmore Landing Shopping Centre through the Transforming Planning Explore process to develop a comprehensive plan for redevelopment that takes into account the future Southwest Transitway..." "b. Work directly with the Glenmore Landing Shopping Centre owner to explore the disposition of surplus City owned lands to be included in the overall comprehensive redevelopment, including opportunities for the provision of non-market housing..." COUNCILLOR PINCOTT'S OFFICE RESPONSE WHEN ASKED ABOUT GLENMORE LANDING REDEVELOPMENT- NOV/DEC 2015- They are "unable to comment on what we don't know about." The city continues to state there "no plans for TODs associated with the SW BRT" STANTEC FUNCTIONAL PLANNING STUDY- JAN 2016- "In support of this notice of motion, during the Functional Planning process, numerous meetings were held between RioCan and the City to discuss the integration of the transitway and the stations at this location into the proposed development" My question to the City and more particularly to Councillor Pincott is are you finally prepared to offer complete transparency to the citizens of Calgary in regards to your grand plan and what has been your motivation in denying documented facts and ignoring your constituents valid concerns up to this point?</p>	
Robyn in Woodbine	I am supportive of increased density where it is strategic to do so. A critical mass of population around transit will assist to support the viability of the investment into transit.	3/28/2016 12:53
Lea	You still need to provide park and ride PARKING at TOD sites to increase ridership. Transit is a huge tax burden on all of us-- add parking so you get ridership and reduce the tax dollars needed to keep things afloat!	3/28/2016 12:53
Ronya	I find several aspects of the plans curious and was wondering if you had any explanations as to why this particular format was chosen. - Why is only 14th street going to have additional bus only lanes and the buses will function in mixed traffic for the rest of the route? - If we have a functional LRT that is always looking for increased rider-ship why is the BRT being proposed and not an increase in buses transporting people from the outlying areas to the LRT? -Why is 90th Ave being proposed for an intersection underpass and no other intersections? Especially when there is going to be a station at 90th anyways? -If we have to have these bus lanes added would it not benefit traffic to also make them HOV lanes (I saw nothing in the literature about this idea)?	3/28/2016 10:48

Woodlander	<p>There needs to be more balance in the move to "densification". Increased density can make sense in some locations (e.g. close to transit; redevelopment of parking lot/commercial; transit, roads and utilities can handle the increased loads). All too often, however, densification is pushed in areas not designed for it; communities lose greenspace, face transportation bottlenecks, and utility systems need to be upgraded at high cost. The City still seems fixated on increasing housing density in the suburbs with the bulk of the "jobs" downtown. This drives the need for more transit and roads. A more current urban design approach is to build housing and workplaces together. The focus should be on a) increasing housing downtown where jobs are, or b) encouraging regional business centres (similar to Quarry Park) where housing and offices are built in close proximity. In both cases the need for roads and transit are reduced. I was very disappointed to see Council ease the residential requirement for a recent commercial development downtown in the Eau Claire area. This will only drive the need for more roads and more transit.....and higher costs to pay for it all.</p>	3/27/2016 14:56
Calgary AGT	<p>I am confident that you have carefully considered the Southwest BRT's impact on existing communities, as well as projects currently in development. The Southwest BRT will provide a valuable service to these communities.</p>	3/27/2016 14:09
LeMoN	<p>I live in a high density neighbourhood on this route and have to issue as there is already more development happening just north of my house on this route. Rapid transit is greatly needed to get folks to MRU and those of us who live nearby to downtown, SAIT and UofC. This is a great initiative!!!</p>	3/25/2016 15:10
Owl	<p>The only way that BRT can be successful is to increase ridership through increased density at selected BRT or LRT stations. This is in the City's 200 plus page Route Ahead strategic plan on their website. It is disingenuous to say that new BRT projects are aimed at serving existing nodes such as MRC and Rockyview. Brian Pincott in a Notice Of Motion dated February 9,2015 States " The City desires comprehensive transit-oriented development in proximity to transit stations." Riocan met and continues to meet with the City to discuss TOD for Glenmore Landing . The city will work directly with Riocan "to explore the disposition of surplus city-owned lands (5.48 acres) to be included in the overall comprehensive redevelopment...including non-market housing." This implies that rather than waiting for developers to approach the City, it is approaching the developers to get TOD rolling at Glenmore Landing. The resultant increased density of this development will have serious negative impacts on the communities surrounding Glenmore Landing and the adjacent Glenmore parkland connected to the Weaselhead and Heritage Park along the Glenmore Reservoir. This parkland is in jeopardy due to TOD.</p>	3/25/2016 12:22
KH	<p>"For example the Glenmore Landing shopping center is a location that may see renovations to renew and diversify the 1990s shopping centre ." Just reading between the lines here as this sure sounds like the beginning of the City's intention for TOD. This area is soooo congested as it, parking at GL is awful at best. A BRT and underpass at 90th will not alleviate any additional traffic from a TOD at Glenmore</p>	3/24/2016 20:50

	Landing. Perhaps the ring road should be built first before the SWBRT. TOD is a terrible idea and would only make Glenmore Landing dumpier and even more frustrating to shop at the retail stores there. I do not support TOD at Glenmore Landing or the City's land near Heritage Park.	
bobr	Good idea!	3/24/2016 19:15
CM	Smart development around stations is good way to leverage infrastructure and promote sustainable growth in the southwest.	3/24/2016 12:24
BIS	I support gradual increased density throughout the city and even in my neighbourhood. Good development needs the city to keep the area plans upto date and reflecting citizen concerns. Not sure why a lot of the comments are about project budget but it does seem that city needs to be more clear on when an updated complete budget will be provided	3/24/2016 8:51
Toasty	Higher density developmet around Glenmore reservior should not be approved. This is a major supply of drinking water an I am concerned about possible contamination. Approving a higher density when the city is concerned by contamination as evidenced by the areas priority in street cleaning every year seems hypocritical.	3/24/2016 7:58
Totally against	Your plan for redevelopment of the Glenmore Landing shopping area due to the BRT station is ridiculous. The area is already so congested that you cannot find a parking space after driving around and around in order to run into Safeway or another store even during mid day. What your plan will do is add more traffic, run the long time businesses out of that shopping center and stop regular customers from going near it. It will also make an already packed 14th St and 90th Avenue impossible to use. You say you won't use any green space and not use any of the existing traffic lanes so is this new buss lane and station going to hover in the air	3/24/2016 0:18
JG	Heads up to admin - this comment was posted to transit-oriented development, but is also showing up in comments for the budget section.	3/23/2016 20:18
JG	I don't actually think that it would be a bad thing to have more high density and mixed neighbourhoods in Calgary (yes, even near me.)	3/23/2016 20:14
TOD	I support strategies that move people away from always using their car for transportation. AND I think that the planners have considered ways of enhancing transit options without the large capital cost associated with LRT construction.	3/23/2016 19:31
Bruce	." For example the Glenmore Landing shopping center is a location that may see renovations " How about some clarity on this as well as any current proposals to how this land could or would be rezoned. I have heard some rumours that there could be potential for rezoning that would bring high density housing to this corner? Can the City address this with a straight honest answer?	3/23/2016 19:25
David Payne	why not get the 4th car on the LRT first?! To see if this reduces demands on bus services	3/23/2016 19:09
Mark Kruse, PEng	Let's please make sure that the project team is engaging on the overall approach options. This page above states that the SW BRT is only at Class 4 Conceptual Design. This is a key time to really engage	3/23/2016 18:45

	the stakeholders. I am concerned that the focus for "engagement" is being limited to the BRT station design selections.	
Mark Kruse, PEng	Suggest installing pedestrian bridges over major roads at each of the BRT stations. Promotes pedestrian access from both sides, and eliminates the need to incorporate pedestrian crossing into the traffic lights.	3/23/2016 18:40
Mark Kruse, PEng	No detail (despite requests of the project team, PM, mayor, and Mr. Pincott) has been provided regarding how the two-way-on-the-west-side busses will return to their proper side once they begin the Southland Drive part of the route. There is no good switch-back area or intersection for this to happen. Ultimately, my preference is to have busses travel on their correct side of the road. Then this issue, and others, goes away.	3/23/2016 18:37
D	Larger scale TOD should take place at area nodes and along main streets. Community centres do not have to change significantly and can instead incorporate medium density increases along corridors and low density increases throughout. Even row housing and semi-detached dwellings can increase density while keeping a similar scale to single-detached dwellings.	3/23/2016 18:27
John	Until the RTE group raised the development implications of the plan, you could probably count me as someone more in favour of the BRT than not. Certainly, I wasn't objecting. However, I am very concerned about this plan if it is intended that the TOD will result in the adjacent communities becoming like Marda Loop or Altadore ( both great communities for those who prefer this kind of density but not our cup of tea). There is an implication in the language being used by the City that redevelopment by individual land owners would be favourably viewed by the City. Can we receive assurances that our community will not be transformed in this way or are we to be faced with continuing redevelopment "skirmishes" with owners who want to subdivide their property (or by others who buy property with no intent to actually live in the neighborhood )? While several other issues raised by the RTE group (which I'm not a part of) have merit for discussion (eg budgets, traffic patterns), this TOD issue is a major long term consideration and needs better definition since most of the neighborhoods of the adjacent communities could be construed, using the City words, as "appropriate parcels near transit stations" depending on what "near" means. Thanks	3/23/2016 17:57
Mark Kruse, PEng	Along 14 Street, keep the busses on their own/correct side of the street. - Have dedicated, bus-and-HOV lanes on the correct side of the road. - Won't need underpass at 90 Ave (WAY cheaper) - No cross-over needed at Hospital/75 Ave (better traffic flow, better access to hospital & eagle ridge) - No cross-back-over required at Southland/14 Street (cheaper and more simple traffic lights) - Match the approach used on vast majority of the 22km route. - Allow "by pass" in case of vehicle and/or bus accidents (added flexibility) - Suggest put in pedestrian overpasses at BRT stations (dedicate traffic lights for cars; ped access to BRT) This is a simple adjustment to the plan that would save money, and accomplish the goal.	3/23/2016 17:50

Rob	a. Budget for new buses, and life cycle management b. Budget for traffic control and camera monitoring on SW-BRT . c. Budget for communications and security systems on SW-BRT d. The stations do not offer protection fro wind nor extreme winter conditions. Suggest glass is a perfect vandal opportunity e. Budget for ant new raised cross-walks over Crowchild Tr for access to Mount Royal Collection routes, over 14th St. for Hospital, shopping centre etc. f. Budget for proposed tunnel at 90th Ave g. Left turn on 14 th St and Southland Dr. With BRT lanes N&S on West side of 14st. How and where will be connector be made for SL Dr and BRT lane(s) h. are there plans to alter and lessen traffic pattern from 17ave to Crowchild N to preclude existing rush hour conditions . Applies also to 33Ave and new Currie on/off ramps. I. When will re zoning application be submitted j. Where will TOD be approved Thank you	3/23/2016 17:28
Ann	What is the status of the Transit Oriented Development Framework that is meant to replace the current policy	3/23/2016 16:53
Piper	What will the city do to actively enable TOD? There are a few sites along the SW route which may be appropriate for TOD.	3/23/2016 16:49
Slbyth	opposed to any further development around these transit stations and definitely not at Glenmore Landing! (*Portion of comment has been flagged as inappropriate and removed by the moderator in accordance with the Content Submission Disclaimer*)	3/23/2016 16:46
Bill Halliwell	What are the plans for the City owned propertied which would be adjacent of close to the new BRT stations? What process must the City follow to rezone areas?	3/23/2016 15:24

## Routes & Ridership

Screen name	Submission	Submitted
Uni1	Living near the proposed North Crosstown BRT, I have a few questions ( Please answer these with regard to the North Crosstown BRT, NOT the SW BRT): 1. Why haven't HOV/transit lanes been considered on 16th Avenue at blockage points? 2. How come an existing, slower service doesn't follow the current route? 3. When can the supposed "Traffic skipping measures" (such as queue jumps) be implemented? The proposed measures don't seem like they will take very long to implement, so why is the proposed start-of-service date so far away? Secondly, I have question about the TBD alignment from the West Campus to Westbrook: Along Crowchild, will there ever be provisions for a transit-only bridge/transit only lanes over the Bow River? I travel this route daily, and this is certainly the area that slows down the most for transit. I think clearing up this bottleneck is critical for providing a service that is faster than traffic for commuters going in all direction in the west part of the city.	5/19/2016 22:07
Uni1	Thanks for the response! Unfortunately, my questions were all regarding the North Crosstown BRT. Could you re-answer my questions in that regard? Thanks	5/19/2016 18:38
Urban Biodiversity	Question to the City of Calgary for public information. How many bus stops (northbound and southbound ) currently exist on 14 St. between Anderson Road and Glenmore Trail? If there are very few would that not support the need for a Pilot Project firstly to justify ridership, routing and economics? Thank you.	5/17/2016 6:25
Urban Biodiversity	Dear Concerned Taxpayer, thank you for your comments. I believe that the purpose of the SW BRT is to increase the population density and forcibly change the culture and green landscape of the SW BRT communities without firstly conducting a full public engagement process. I am profoundly saddened by the lack of transparency and the forcible social engineering which is being demonstrated. Indirectly it does remind me of some comments I have heard from former citizens of the satellite countries of the the former USSR.	5/16/2016 18:38
Urban Biodiversity	Dear City of Calgary, Thank you for your response. Respectfully I disagree with your analysis. Have you surveyed all the vehicle drivers coming from Highway 22X all the way to 90th Ave. which currently drive onto 14 Street to ask them if they would change their route once the SW Ring Road ( and its convenient multiple cloverleaf interchanges ) is completed in 2020? If not then you are assuming that the SW Ring Road will not redirect enough traffic off 14 Street. In fairness I do not understand how the City you can make that assumption. With regard to the popular South LRT and the addition of a 4th car, in fairness I do not understand why the City does not assess the impact after the 4th car ( and SW Ring Road) is put into service. I have not met a single person living in the south who says they would take the SW BRT over the South LRT. To begin with they always ask where they would park their car ? Is the City going to allow adjoining residential neighbourhoods to fill with SW BRT commuter vehicles? Thank you kindly.	5/16/2016 18:23

Hobbit	out of curiosity...when you say a "dedicated bus lane", I'm assuming this means a lane for buses only. Does this mean on 14th street, you will build another lane or are you taking an existing lane? If you are taking an existing lane, won't that make traffic worse?	5/15/2016 17:20
marvelknight	These routes need dedicated lanes in many instances to migrate riders from cars to public transit. This also relies on major improvements to existing roadways to make them work. The west side of the city needs better connectivity between the north and south in general.	5/13/2016 22:53
Roberta	How does this design concept comply with the complete streets retrofit policy? You only have 35.5 m of existing right of way which is nowhere close to the minimum ROW of 60 meters for a skeletal road. And why is 14th street classified as a skeletal road in the first place? There are no interchanges on the roadway and the City keeps reassuring us that 14th street is not a freeway/expressway. This roadway currently functions as an arterial road with intersections supporting the primary transit network. Why is it being classified with a non applicable roadway description? What is being done by the City on this project to comply with their own policies?	5/13/2016 16:14
Concerned Taxpayer	CityOfCalgary, "...Due to forecast growth in Southwest Calgary over the next 30 years..." Please provide a link to the study that made this conclusion.	5/10/2016 13:00
Concerned Taxpayer	CityofCalgary, You say that "The stations are intended to serve local communities and will primarily be accessed from within the community...". Well if that is truly the view of the City then how is this project justified when the existing ridership and the potential residential and commercial growth in these SW communities doesn't support expanding the system? You also say that this system will be accessed "...within the community via feeder buses.. ". Well this doesn't make sense. Why would I take a bus to another bus within my community? That will only increase transit time. Once I get on a bus in my community, it takes me to the LRT. If there is a need for people to go to locations other than the LRT - say MRU - it would be far better and cheaper to put on more direct bus routes during core school hours. Seriously, the more I look into this project, the more alarmed I get.	5/10/2016 12:51
Concerned Taxpayer	urban biodiversity, You continue to make excellent points with little coming in the way of facts based on scientific assessments of the current situation. Honestly, I do not understand the hesitation to run a pilot project especially when the need and cost is some much in doubt. Your assessment on the pilot is correct. Yes, it may take a few minutes longer than a fully dedicated \$65M (and counting) system but surely it would be better than the existing systems and would give some indication how many people actually need this service. In industry, we run pilot projects before commercial projects perhaps not in 100% of the cases but in a very high percentage of cases. I guess that's because we have a greater concern for investors' capital. You also learn a lot through the pilot which often is helpful in reducing costs of the commercial project. This project will introduce noise, reduce green space and increase pollution in the affected neighbourhoods for little to no demonstrated need. I think the City knows that for the	5/10/2016 12:28

	neighbourhoods as they are currently configured. It is growing ever more obvious that the plan is to increase density in these neighbourhoods. There can be no other rationale.	
Concerned taxpayer	I have asked many questions and am awaiting an answer to at least one of them. I will try again here. Where is the study of existing capacity versus growth in the SW? Where is the study showing that adjustments to existing infrastructure, bus schedules, frequency, etc., would not address the need of the SW currently and at what point the massive growth in the SW (wherever that would come from) would overcome the existing infrastructure with the adjustments previously mentioned? From what I can see, having taken the bus many times and having lived in the community for 21 years, I do not see overflowing buses. I recognize that this is not a scientific statement or study but I haven't seen one either from the City for the need for this system from the SW. I have seen lots of opinion from the City but no hard core data. Any study should be done by an unbiased entity. Meaning, if you are an engineering firm selected to do the study, that should automatically preclude that engineering firm from any work resulting from the study. Otherwise, there is a built in bias since the engineering firm could be hoping for work from the study. Fact based answers with data please.	5/10/2016 12:12
urban biodiversity	Thank you for your response City of Calgary. Respectfully I disagree. The planning is not efficient, effective or economical. I stand by the need to firstly recognize the impact of the SW Ring Road with its multiple cloverleaf interchanges from Highway 22X all the way to 90th Ave. S.W. , the impact of a 4th rail car on the South LRT, and the ease of instituting a pilot project. If there is true demand the people will come even if it "not attractive" in the early stages. With respect to green space may I please ask if the City can supply a map of the green space it is selling to Riocan Real Estate Developers which is north of the existing Glenmore Landing Shopping Center. This is a natural areas corridor for urban wildlife to travel north and south around the east end of the Glenmore Reservoir. It is also a "living" green space for many species. When New York and other major cities are reintroducing green spaces into urban planning and redevelopment Calgary is getting rid of green spaces. We are destroying our heritage. Thank you.	5/10/2016 7:20
Maria	Bus 406 always takes turn at Bishop O Byrne, while Bus 153 takes 20-30 minutes wait time. This is not efficient for demand and supply of services, It turn out that Bus 406 has 30%-50% riders, while Bus 153 has 80% riders. I hope they will increase bus 153.	5/8/2016 22:55
MRU "feeder" shuttle	Having MRU as a stop for both the SW BRT and the Heritage - West Calgary BRT slows down both the routes. How about eliminating the MRU loop of these two lines and adding a separate MRU shuttle that just goes around campus and connects to these lines? The 5 minutes of time saved to downtown can mean a lot more ridership (as the BRT would be more competitive with driving). The shuttle concept also gives more frequent service for students to get from A to B on the MRU campus. An MRU loop shuttle could also add service to the	5/1/2016 7:20



	communities of Lakeview and North Glenmore without having to change the schedule or path of the proposed BRTs	
East side please	The east side of 14th street would make much more sense for this route. Pump Hill and Eagle Ridge have relatively low populations and likely won't use this system. Residents of the western sides of Southwood, Haysboro, and Chinook Park are much higher density could use better access to this system. A simple pedestrian bridge over 14th st to Glenmore Landing and the Rockyview would give access to these areas, and increase ridership.	5/1/2016 7:17
Fix the gap today	What is the city's commitment to these routes? Many of the existing BRT lines have been scaled back in service to rush hours or no evenings / no weekends after being launched as a way of connecting communities. The MRU (due to classes) and Rockyview (due shift work) communities run heavily outside of business hours. If this plan goes through, people will be making changes to their lives based on relying on this system. If these routes go through, are the service hours to be guaranteed, or will the city just revisit this plan in the future, and the MRU and Rockyview communities will be left to find other transport arrangements?	5/1/2016 6:44
Fix the gap today	The service gap around the Glenmore reservoir could easily be fixed for almost nothing in a matter of weeks. A bus could run from MRU, stop at Rockyview, then circle around Palliser / Pump hill to the 24th st and Southland intersection, then return to MRU with a stop at Rockyview. The 24th st and Southland intersection would meet every bus line that goes through Woodbine, Woodlands, Braeside, Oak Ridge, Cedarbrae, Pump Hill, and Palliser. It's not as "rapid" as this project, and some people still need two buses, but it's far better than 3 or 4 buses, or having to go all the way over to the LRT for one stop. The city could have a route like this up and running within weeks. Why wait two more years?	5/1/2016 6:35
Confused	Thank you. Could you also clarify for me how many buses will be crossing this intersection per hour in each direction including feeder buses using the bus only lanes when everything is fully operational.	4/29/2016 15:25
urban biodiversity	Re: SW BRT - A Pilot project should go into operation to justify ridership and route selection for the SW BRT before undertaking any major construction and expenditure of funds. The impact of the completion of the SW Ring Road and adding a 4th South LRT railcar for SW public transit is mandatory data. Supporting data simply does not exist. Small asphalt bus stop pads can be quickly constructed on the side of the curb with reasonable traditional signage. The rush to spend money amid one of the biggest downturns in the history of the oil and gas industry in Alberta and the World should be a red flag for any common sense person. Calgary's growth may cease and in fact begin to reverse with a net exodus. The Calgary City Council must take off the blinders....since June 2014 things have changed and will continue to change. Unemployment will increase. Home values will drop. City Council must act accordingly or taxes will continue to rise. Practically , the entrance to the Rockyview General Hospital will be	4/29/2016 10:00

	<p>more complicated and less convenient. The conversion of green spaces to structures will decrease the promotion of a walking oriented culture. Thousands of people walk in green spaces for recreation as well as walking for shopping and work. Conversion of green spaces will destroy urban biodiversity amid the constant daily decline in global biodiversity. Conservation of biodiversity begins at the civic level. Thank you.</p>	
Confused	<p>I have not been able to figure out how the area around 75th Avenue and 14 Street S.W. is to be handled. Will buses traveling south, have a traffic light at 75th Avenue? Will buses travelling north have 2 traffic lights, one when turning right onto 75th Avenue and the current one turning left onto 14th Street? How will the bus only lanes affect traffic exiting the Rockyview Hospital and Eagle Ridge attempting to turn onto 14th Street? And how will the build-up of cars on 75th Avenue below the Rockyview Hospital which is already heavy during hospital shift change be affected? Cars presently exiting the Rockyview Hospital and Eagle Ridge presently have 2 traffic lights, one at 75th Avenue and Eagle Ridge Drive and one at 75th Avenue and 14 Street. Will cars have a 3rd traffic light when crossing the bus only lane? It also seems to me that there will also be delays in bus traffic going north at this intersection over and above what buses would endure if they were travelling on 14th Street on the regular traffic lanes. Could someone from the City please respond to both my questions and comments. Thank you.</p>	<p>4/28/2016 15:26</p>
Confused	<p>With respect to South West BRT, is it contemplated to close the 14th Street access to Glenmore Landing? How will traffic be affected by not closing 14th Street access or by closing 14th Street access whichever is chosen? Parking at Glenmore Landing is already an issue. Will lack of parking be exacerbated by nearness to a bus station as riders will park in the Glenmore Landing lot?</p>	<p>4/26/2016 14:28</p>
Confused	<p>You say BRT needs to be quick and reliable. Agreed. How much quicker will dedicated bus lanes on 14th Street be than the current mixed traffic lanes? Conversely how much slower will the jog to Mount Royal College be rather than just continuing on Crowchild Trail?</p>	<p>4/26/2016 14:19</p>
Pat - Oakmoor SW	<p>Hi: My wife and I have two related questions about traffic flow post-construction for this project. How will the lights work at the Rockyview hospital intersection to get the Northbound bus on 14th (in its own lane on the West side) across traffic into the correct lane so it can go up the overpass and then be going West on Glenmore? Is the light at Rocky going to be red in all directions for an additional period of time to allow northbound buses to cross over and get into the appropriate position? If so, what percentage reduction in total North/South traffic capacity on 14th street will this change cause? This segment is slow enough as it is at peak times without removing (my guess here...could be wrong...) 10-15% capacity N-S due to the required change in light timing. Thanks in advance for your reply.</p>	<p>4/24/2016 12:57</p>

Uni1	<p>Living near the proposed North Crosstown BRT, I have a few questions: 1. Why haven't HOV/transit lanes been considered on 16th Avenue at blockage points? 2. How come an existing, slower service doesn't follow the current route? 3. When can the supposed "Traffic skipping measures" (such as queue jumps) be implemented? The proposed measures don't seem like they will take very long to implement, so why is the proposed start-of-service date so far away? Secondly, I have question about the TBD alignment from the West Campus to Westbrook: Along Crowchild, will there ever be provisions for a transit-only bridge/transit only lanes over the Bow River? I travel this route daily, and this is certainly the area that slows down the most for transit. I think clearing up this bottleneck is critical for providing a service that is faster than traffic for commuters going in all direction in the west part of the city.</p>	4/21/2016 9:22
Meet Interests	<p>I live in one of the affected neighbourhoods within the 14th Street BRT proposal. I support proper transit and routing. I have difficulty with the currently proposed route adjustments and changes along 14th Street. It seems to me that largely the same result can be achieved without the disruption and cost the current plan entails. As I understand it, the goal is to move people from the deeper southwest to Rocky View Hospital, Mount Royal University and onwards to downtown. If so then it also seems to me that the busiest times will be within a time-frame of 6-9 a.m. and 3-6 p.m. Monday to Friday. Those times encompass shift times at the Hospital and the start of the day at Mount Royal and for those who work downtown. The latter part of the afternoon again encompasses the Hospital shift change and largely the end of class and the work day at Mount Royal and downtown respectively. When I consider the busy times and assuming those are the ones which will have the greatest ridership and are the principal times to cover, then I wonder if there is not a better way to address creating reasonable transit without disrupting the neighbourhoods along the route and businesses (to wit: Glenmore Landing which can barely accommodate those who work and shop there without the added daily transit parkers who will park there all day with the result many shoppers will not be able to find a parking spot to even shop at the local businesses (I am a shopper and neither a business owner nor employee). I think the same result will attend at Heritage Park with daily transit parkers using Heritage Park lots to park with the same problem affecting users of the Park. I then wonder if the same result can be achieved without the disruption attendant on the implementation of this 2011 plan which preceded the conclusion of the ring-road negotiations and completion of other traffic routes in the South of Calgary. I start by suggesting lane adjustment on 14th Street is unnecessary. I note that there are already 3 lanes on either side of 14th Street and the East side has the problematic gas-line. I suggest that transit needs can be achieved without the lane changes and significant costs, which are mounting and continue to mount within the current plan. Rather it seems to me that taking the existing curb-side lanes on either side of 14th Street and turning those into dedicated bus lanes during the busy hours of 6-9 a.m. and 3-6 p.m. makes sense and during the balance of day leaving those lanes to auto traffic. In fact, given the assumption by the</p>	4/20/2016 11:39

City that there will be increased rider-ship along the 14th Street route, then it must also be assumed that auto traffic will decrease with the assumed increased rider-ship so that in fact auto traffic will not be materially affected with the use of two lanes only during dedicated hours. By using existing lanes as dedicated bus lanes, the gas-line also remains unaffected. In this, the question then arises why 90th Avenue needs to be changed. Flow of traffic can be moderated by traffic light timing and in fact 90th Avenue traffic is constant in that it does not link to any major traffic route and serves local traffic. So why an elaborate alteration there? Taking out one light which is book-ended by two other lights at Heritage and Southland (both of which are within a few blocks of 90th Avenue) will not address flow in either an efficient or effective manner in that flow will still be slowed at those other intersections (absent traffic light adjustments) and in reality does not justify the cost with its seemingly little return. I now turn to bus shelters. Against the question of whether rider-ship will be very significantly increased, and noting that there is a window for maximum rider-ship as set out above, I wonder why such elaborate bus shelters are required. Surely the typical glass bus shelters of varying sizes used now are, and remain sufficient, at a further cost-saving. As to actual bus shelter placement, at 75th Avenue, there is already a bus shelter on the West side at the Hospital going South. A similar bus shelter could be placed across the street on the on the East side where there is an indent for the start of a 4th lane for the 75th Avenue East turn. This indent is at the existing pedestrian over-pass. A bus shelter could be accommodated there and still leave sufficient for the turn East. I then question the need for a changed pedestrian over-pass with its attendant significant cost when there is a perfectly adequate over-pass which can reasonably accommodate pedestrian access to the East side bus shelter. Why spend the money when the current over-pass is efficient and effective. I now turn to parking. In this perhaps the starting point for the 14th Street route is ill-conceived. I wonder why the existing LRT stations at Anderson Road and South as the parking access points for the 14th Street bus route cannot be utilized by having the route start there. There are existing bus routes through Woodbine and Woodlands which can link to a 14th Street bus and a related bus shelter on Anderson Road before turning North on 14th Street. Alternatively, or in addition to, the use of the Chinook LRT is also available and then add buses from the Chinook Station along Glenmore Trail West during the heavy rider-ship hours. There is an over-pass at 14th Street for Hospital access and then the bus will continue onward to Mount Royal and downtown as it will in any event at the end of 14th Street North at Glenmore Trail. In making these few observations and proposals I recognise these may or may not have merit or may or may not be perfect solutions, but I at least hope these indicate that further discussion can result in a better solution in having both the bus route with the least disruption and least cost. It seems to me further discussion also may result in a reasonable accommodation which will meet the needs of transit users and the needs of those affected communities and businesses along the proposed route with the goal of having reasonable transit with the very least disruption to

	<p>the communities/businesses and cost to the tax-payers. Mutuality of interests would seem to be better served with more interest-based consultation and communication within a tone of "power with" the citizens rather than the current "negotiation" based on position and the City exercising "power over" in maintaining its position and lack of communication and consultation at all costs which is disturbing not only for those in the affected areas, but I should think for all of us as tax-payers, especially when needs and interests can probably met for everyone in a less disruptive and costly way. By the City standing on its position at all costs (notionally and in reality increasing costs) is only creating discord, dis-harmony and ever increasing cost when I suggest there are better ways. I am sure there are many others who have viable ideas to achieve the goal of having reasonable transit with the least disruption and cost and have mutual interests and needs met. However, as long as the City takes the position there is nothing to talk about is a real disservice to all the citizens of Calgary who, incidentally are the tax payers, and have an interest in saving money and using available monies in least costly and more useful ways which can still achieve the mutual interests. Perhaps if there can be an accommodation which works reasonably for all, then the cost savings for this route could even be used to protect pedestrians at those problematic intersections in the City and in other ways to improve the quality of transit elsewhere in the City. Let us keep talking and engage in mutual problem-solving and resolution based on meeting interests, and not positions, in a way that is effective, efficient and responsive.</p>	
SW Resident	I think the SW BRT should stop at MRU going South. Continuing it all the way to Woodbine adds considerable cost and I suspect the ridership will be light. The residents in the SW would rather make their way to the C-train instead of taking a bus to go north.	4/20/2016 8:55
From Braeside	These people use the train and will continue to use the train. No matter how reliable the BRT was people wont use it when the train is 2 block away and so much faster and more reliable than the BRT ever could be	4/20/2016 7:48
From Braeside	I don't get why this route is even being planned? Nobody is going to take this BRT downtown instead of going 2 blocks over to the CTrain. I would never take a bus over the train. There are several other places the City can spend this money. But I don't think this route is a complete waste. The route should run down into Lakeview instead of coming across the reservoir and down 14 street. There will be slim to no ridership from south of Glenmore Trail. Plus, if you change the route into Lakeview instead, you will eliminate all the controversy and save 10's of millions of dollars.	4/20/2016 7:45

Oakridge resident	<p>I agree that having the northbound BRT on the east side of 14th Street would mean that passengers would have to cross 14th Street. However, the width of 14th Street under the current proposal is 35m. The distance from 14th Street to Heritage Park front gate is more like 500m, so I cannot agree that there would be a significant detriment to having to cross 14th Street. Similarly the distance across 14th Street is perhaps 20% of the distance from 14th Street to the front entrance of Rocky View Hospital. As far as the crossing of the bus only lane at Southland Drive is concerned, the current proposal has the BRT crossing Southland Drive at Bradbury Avenue. What is the difference? At 90th Avenue the northbound lane would not interfere at all, and at Heritage the BRT would cross at the same time as the northbound traffic. It would do so more quickly than the regular traffic because the BRT would not have to stop for multiple lights because it arrived at Heritage in a dedicated lane.</p>	4/19/2016 20:42
RockyView Access	<p>Hi! I live just west of the SW BRT route, and work as a nurse at RockyView Hospital. As any patient or nurse can tell you, parking at the hospital is extremely limited and very expensive, and current transit service to the hospital is indirect and infrequent, so I'm very grateful for the SW BRT. However, I live near the intersection of Southland Drive and 14th Street, and see that there is no bus stop in either direction for very long ways. Please consider adding a stop at this intersection. Thank you!</p>	4/19/2016 17:34
Matt	<p>Hi - I took a look at the SW BRT map. It's not labelled, so I'm assuming that the red dots are stations. There are some key gaps in the station locations: 1. Between Downtown and 33 Ave SW, there are no stops. Why isn't there a stop at 17 Ave SW? Why nothing at the west end of downtown? The bus is literally travelling 5-6 km without stopping. 2. Between Mount Royal University and Rockyview Hospital, there are no stops. Why isn't there a stop at 54 Ave where the existing one is? The bus is also travelling another 5 km without stopping. Granted these two locations travel on freeways, there are obvious locations to stop. You won't have much ridership if the bus doesn't even stop to pick up passengers. This seems more like an express service, rather than a BRT. Typical BRT spacing should be more like 800 to 1000 m between stops.</p>	4/19/2016 15:06
Pumphill Resident	<p>- Disagree that this bus route is vital - there are alot of places in the southeast Deer Meadows, Foothills Industrial Park where hundreds are employed and don't have cars and need public transportation some have had to turn down jobs because of this some have to walk from Heritage to get to work - this is where bus routes are needed - where is the logic??There are buses in the S.W. that go to Ctrain Stations - increase them and trains as necessary for rush hour - buses from Heritage to Rockyview and MRC - at least wait until new train cars are in service and ring road is up and running - more prudent and probably less costly - the construction alone will strangle the S.W. quadrant of the City and for what??Narrowing lanes will be "hell" in the winter,the size of the buses will take up alot of room - feel ridership numbers have been extremely embellished and if the "stations" end up being anything like the Ctrain stations - lots of crime introduced into the areas - NO THANKS</p>	2016-04-19 14:34:30

Reality Check	the extra fees you are concerned with come in the form of parking within the city core. People drive because they can get from point A to point B faster driving than taking the bus. Time matters and taking a detour through MRU before heading downtown doesn't entice me in the least to taking the bus. I bought in the inner city for the convenience of driving. Feel free to take the bus for 60 minutes while I make my way downtown in 15 minutes.	4/18/2016 23:29
Andasen	In the interest of building ridership for the 306 Extension to Quarry Park, has the city considered something like a rush hour extension of the route 20 until the BRT infrastructure is in place in 2018?	4/18/2016 22:04
SW resident	After the meeting on April 20th, I hope we see a more detailed budget for the SW BRT. As others have pointed out, other BRTs with fewer stations and less infrastructure requirements seem to be listed with higher quotes. I agree with other submissions: what's the rush? Why do we need this now when the entire traffic flow will drastically change once the SW ring road is completed? 14th is truly the only option for a huge number of residents who have NO other choice: they must either use it, or cross over it, to go anywhere.	4/18/2016 17:44
SW resident	1. This BRT route requires a diagonal sweep across the intersection at the Rockyview for how many buses per hour? All four directions of traffic will be stalled repeatedly. This is absolute insanity. How do ambulances get into the hospital? What about traffic backing up onto Glenmore Trail? Has anyone attempted any computer modelling to see just how this would work? 2. This calls for an underground pass for buses at an intersection that already floods during very heavy rainstorms. 3. I haven't been able to find out what private consortium is building what, where. Will there be heavy development at Glenmore Landing? At the JCC? Difficult not too wonder whether this BRT is being forced through to support private investment rather than to provide transit. 4. Currently the 79/80 stops running down 90th avenue around 6:30 and is a rare bus off peak hours. Wouldn't it just be simpler to actually run buses frequently to our current LRT ? We don't need a hub on 14th street when Heritage and Southland stations are so close. Plus, how many new bus drivers could be hired in a city desperate for jobs? 5. A BRT is supposed to be RAPID. Wait for the ring road and run the BRT down that to the communities ringing Fish Creek.	4/18/2016 17:36
Oakridge resident	The current SW Transitway has two dedicated bus lanes on the west side of 14th Street. Has the saving associated with installing one lane on either side of 14th Street been considered?	4/17/2016 10:48
Oakridge resident	The 14th Street proposal has two north bound BRT routes crossing the intersection at 14th St and 75th Avenue diagonally in order to get onto the northbound lane of 14th Street. In order to do this there will have to be a dedicated time for the buses to cross during which there will be no traffic movement either north-south, or east-west. Can you please define how long the buses will take to make this crossing and explain how that will not severely adversely impact the traffic flow in all directions at that intersection?	4/17/2016 10:45

Ann	You say the SW BRT will only add six buses per hour in peak period. If the SW BRT is going in each direction every 10 minutes, does that not mean there will be 12 buses per hour? Throw in the South Crosstown and 20 and now you have 36 buses with one going through every 1.5 minutes with intersection priority. This will have no impact on traffic flow? Some parts of these intersections already have a "F" rating	4/16/2016 18:56
concerned citizen	In this taxpayer's opinion, the Southwest BRT project needs to be delayed until full public consultation is completed. What about waiting for the Ring Road to be completed first? 14th Street is already very difficult for commuters to negotiate during rush hours, and will be almost impossible for commuters if we are subjected to years of construction projects.	4/16/2016 16:38
Former Woodbine Res	The 14th St Rapid Transit route should be build - people need options to deal with the very congested traffic in that area.	4/16/2016 12:36
Debra	would use it to Mount Royal from downtown, but I live in Bridgeland. Would be nice if it went further east downtown	4/16/2016 7:56
Mcl	Executive report to Council in 2011 indicated 'we anticipate up to 10 bus routes will utilize portions of the BRT route'. Also, City's projected ridership on the SWBRT alone is 12 million per year. This could only be achieved with a fully loaded stretch bus in each direction every minute or approximately 120 buses per hour. What will that do to the intersectional 14th & 75th Ave.?	4/15/2016 15:22
J	I didn't see an answer to this below, and may have not been picked up with so many posts. On April 10th YYC Taxpayer wrote "What are the maximum number of buses, all routes combined, that will be using the dedicated bus lanes between Heritage Drive and Glenmore Trail on 14th Street SW?" Your response was "our plans currently show three routes will use the dedicated lanes on 14 St S.W. between Heritage Drive and 75 Ave: the existing Route 20, and the future Southwest BRT and South Crosstown BRT routes. In peak period, each route is expected to run every 10 minutes, which would add up to a total of 18 buses per hour." I am confused by your response, and am wondering if your numbers do not include the maximum buses, but only buses going in one direction? I had therefore posted the following "With three routes on these lanes, assuming the same frequency in either direction, a total of 18 buses per hour in either direction, would mean one bus every 20 minutes. I am also calculating, as below, one bus every 10 minutes would mean 36 buses per hour. This is a big difference as the buses would be negotiating some very congested intersections. If you could confirm the number or explain what I am mixing up that would be great. As well based on the last information I saw, northbound BRT buses will be doing a diagonal maneuver at 75th to get onto regular traffic on 14th St. It didn't look possible for a bus to swing up to the hospital. I am confused on how the 20 would travel northbound in the dedicated lane and then route up to the hospital?" I would be most interested in clarification on the numbers and plans for routing the 20. Thanks!	4/15/2016 9:56



KJ	I am not a supporter of the proposed BRT. I live in Woodbine where very few people use the bus. Why not start with a Pilot Project? Add a few direct bus routes to downtown or even to the LRT stations. Why not see if there is enough interest in using a direct route bus PRIOR to spending tens of millions of dollars and years of time to build special purpose lanes that penalize the taxpaying drivers in this city? Or expand the lanes on 14 th street but make the use of them available to ALL the CITIZENS of the city - regardless of mode of transport	4/15/2016 9:18
Feeder Routes	The feeder buses around the 17 Ave SE area be changed to better serve the transitway. This could be a good opportunity to take some load off of the NE LRT at Marlborough and Franklin stations as long as the BRT runs just as frequently even outside of rush hour.	4/14/2016 11:05
Lorne	the current plan to address accessing the Airport is inappropriate. To make this an alternative to driving there needs to be a more direct route to teh city centre.	4/14/2016 7:14
Roy Schwartz	Exactly how will the BRT affect traffic on 14 Street SW? Will it be a complete disaster like the downtown dedicated bike lanes, which simply took away much needed vehicle lanes? Why can't 14 Street just be upgraded with 2 extra lanes for everyone, including buses?	4/14/2016 3:26
SM	There has been no ridership study completed and your estimated ridership figures are extremely inflated. Calgary Transit itself has stated that there will be no ridership for up to a decade. With the city's population contracting, I would gather that estimate should be even greater. Our city is facing the highest commercial vacancy rate in 25-30 years and buses are running empty downtown and through our the city. Calgary Transit itself has said that ridership is down and expected to decrease even further. If you really need an extra bus route, add one without spending millions of dollars in unnecessary infrastructure and millions more per year in operating costs coming out of our property taxes. This is a plan that has not been thought through and is being pushed forward at any expense. Government spends poorly at the best of times, rushed spending on a project that isn't ready is ripe for cost overruns. Spending poorly at a time when Calgarians are losing their jobs and barely making ends meet is irresponsible.	4/14/2016 1:56
Stefcia42	As a resident of Woodpark, we would like to voice our support towards the SW BRT. As residents of a large city; we should be taking transit NOT driving to commute, especially downtown. 14th street is congested due to all the single passenger cars on the roads, not buses. Calgary is not a small town anymore and hasn't been for some time. People's mind frame needs to change. Referencing other large centres, extra charges are applied if you drive into the city centre (congestion charges). Transit or bikes are the preferred method of transport. Get off the roads and take the bus or train!!! Save your fancy cars for weekend trips to the mountains.	4/13/2016 20:15
Federico Pena	Hi. Can anyone tell me what is the timeline for extension of the 306 BRT to Quarry Park? I was hoping we'd be seeing this sooner.	4/13/2016 13:51
Woodbine Dweller	Hello, I'm wondering which communities in deep South are assumed to be utilizing the SW BRT (Evergreen, Bridlewood ...)?? Also, how many vehicles will the Woodbine Terminal parking facilities accommodate? This will give me an idea on how much more traffic will be rushing to	4/13/2016 13:25

	and from the terminal through Woodbine right in front of my house. In my mind, Route 56 buses already produce enough noise and pollution in the area.	
J	With three routes on these lanes, assuming the same frequency in either direction, a total of 18 buses per hour in either direction, would mean one bus every 20 minutes. I am also calculating, as below, one bus every 10 minutes would mean 36 buses per hour. This is a big difference as the buses would be negotiating some very congested intersections. If you could confirm the number or explain what I am mixing up that would be great. As well based on the last information I saw, northbound BRT buses will be doing a diagonal maneuver at 75th to get onto regular traffic on 14th St. It didn't look possible for a bus to swing up to the hospital. I am confused on how the 20 would travel northbound in the dedicated lane and then route up to the hospital?	4/12/2016 22:28
Clarification	If each of the three routes is running every 10 minutes ( 6 buses and hour in a given direction) wouldn't this double to 36 buses an hour counting both north and southbound buses? Could you clarify this?	4/12/2016 13:05
Commutes to DT	Hi, I would just like to voice my support for the SW BRT as a resident of Oakridge. I commute downtown via transit daily and look forward to a direct bus route. This will provide time savings for myself (the more time with my young son and not commuting the better :) ) and a more environmentally friendly way to get to work (not having to drive to the C-train).	4/11/2016 8:20
TE Student	Dear friends at Calgary Transit's BRT, I do have a respectful humble question: Historically, and starting in Curitiba (1974), BRT is a bus-rapid-transit system with dedicated lines, busway alignment, and right-of-way authority particularly at intersections. However, when one analyzes the current COC "BRT", it's is easy to conclude that 1) it is not a BRT as in Curitiba, Cali, Medellin, or Bogota; and 2) COC "BRT" is a express bus route service that skips bus stops, and with priority at intersections. So, why COC calls it BRT?	4/10/2016 21:07
YYC Taxpayer	What are the maximum number of buses, all routes combined , that will be using the dedicated bus lanes between Heritage Drive and Glenmore Trail on 14th Street SW? I saw for a brief moment that 6 routes are proposed to utilize this corridor, which would suggest that during peak hours with a bus every 10 minutes for each route, travelling in each direction that there could be as many as 72 buses per hour. That would be a bus every 50 seconds.	4/10/2016 19:57
YYC Taxpayer	Due to the limitations of Synchro and Simtraffic software, the impact of the proposed design concept for neither the 75th Avenue nor the Heritage Drive intersections could be effectively simulated in the original feasibility study. When is the City going to pilot the removal of the merge lanes accessing the hospital and 14th street SB with the elimination of left hand turns during green lights? With only one way in and one way out of the hospital, the current design concept proposed in the Stantec January 2016 study looks completely disruptive and non functional. Pilot this concept to prove out the design concept in advance before the City of Calgary deteriorates the current accessibility to the Rockyview Hospital.	4/10/2016 19:44

Christina Marta	Looking at the map, there seem to be two trains going to the airport, but for whatever reason, there seems to be a BRT line connecting the airport to the Green Line. Why make people transfer luggage from train to bus to train again? Look to Chicago or London. Trains directly from the airport to downtown, and for \$5.00 one way in Chicago.	4/10/2016 10:49
Rose	Ever consider the fact that the proposed ring road is outside of the City of Calgary, and there are likely numerous legal ramifications of the City trying to put a transit route on a provincial highway	4/10/2016 10:28
Rose	A point of congestion is the 14 st flyover. There are 2 lanes on NB 14 st that must merge together on the Glenore causeway. That merged lane must then merge with WB traffic on Glenmore wanting to access Crowchild, and potentially merging over again if they wish to continue WB on Glenmore. Essentially there are three lanes having to braid and weave together. The BRT plans do nothing to alleviate this problem; perhaps exasperating the problem. By having the transit traffic merging into the 14th traffic. What if the right lane of the 14 st flyover and therefore the right lane of the WB causeway were to be changed onto a free flow lane directly onto Crowchild, rather than ending partway across. I think this would likely improve flow as it appears to me that a large proportion of NB 14th traffic is continuing on to Crowchild.	4/10/2016 10:22
Malcolm	Looks like not a lot of infrastructure is needed for the South Crosstown route. When will it be up and running? My company has moved out of downtown way out to Quarry Park and the current transit options are twice the time I had when commuting by bus downtown.	4/9/2016 17:07
Paul	These projects are a complete joke. More empty buses running up and down the streets while car lanes are squeezed out to accommodate bikes that can be used 4 months of the year. Get your heads out of the sand and complete the SW Ring Road!!!	4/9/2016 4:34
MG	I think you mean 14th Street corridor is grossly over utilized? Try it sometime at rush hour. It can't handle a single additional vehicle and adding dedicated bus lanes with the obvious impacts to mixed traffic (intersections etc.) will make it completely unusable. As for ridership on buses using 14th., it's pretty obvious the buses are running virtually empty. The only thing gross about this is the waste of money in the City's plans to increase the number of empty buses!	4/9/2016 2:41
Concerned	Re- posted because not answered..... Dear City Planners / Representatives: Keeping in mind that everyone has the city's best interests at heart, respectfully, you did NOT really answer or address SB's very very valid concerns and questions about the negative impact of the 14th Street section of the current planned dedicated bus lanes, concerns that are echoed by so many that have spoken with me and are written on these pages. As outlined, the current planned dedicated bus lanes along 14th Street will create havoc for the rest of the existing lanes of traffic along 14th Street, and their local exits and merges on and off Glenmore Trail. The Functional Planning Study does NOT address these critical negative impacts, simply repeating that 'monitoring' will be needed to be done to assess the negative impacts, and 'operational deficiencies'. This is not sufficient. Question 1: Why are Mixed or HOV not lanes being implemented along segment 5/ the	4/8/2016 21:08

	14th Street segment ( like they are elsewhere ), as opposed to expense disruptive dedicated bus lanes, to try to lessen the expected negative impact on traffic on the other lanes along 14th Street and the surrounding communities? Question 2: Why do the city's listed ridership numbers for the SW BRT seem so inflated / unrealistic, and seem to not take into account the huge impact of the new soon to be completed Ring Road ? Question 3: Will the city planners commit, now, to re-purposing the planned dedicated bus lanes along 14th to needed HOV lanes, once it is confirmed that the SW BRT ridership targets are not being realized, so that the benefits of this new 4th lane along 14th can be enjoyed by many, not just a few? Thank you in advance for taking the time to consider and answer our concerns.	
chattykathy	I live in Rundle and work at the Foothills hospital. Currently my options are taking the #19 bus which takes over an hour as it goes into and out of the communities along the way, or transferring twice from the two LRT routes and a bus from North Hill shopping centre which also takes about an hour. Contrast this with a half hour drive. The North Crosstown BRT is great for me and many others who want to use transit to travel directly down 16 Avenue to SAIT, North Hill Shopping Centre, the Foothills Hospital, Children's Hospital, or the University and the many businesses along 16 Avenue.	4/8/2016 20:18
E	The SW BRT is a mistake at this time. There is many other areas of need before this one. While the argument is that they will have their own lane they will still need to merge and cross lanes. That adds vehicals to an already full road. Also in case no one has noticed we are in tough economic times. This is not the time to spend on a project like this!	4/8/2016 15:56
Mark	The SW BRT as proposed is a great concept. Very practical. 14th Street has been one of the few negatives to living in Woodbine. This should improve things significantly. Two of my kids attended both Bishop Carroll High School and Mount Royal University. If we'd had the SW BRT then, they would not have saved significant amounts of gas and parking money.	4/7/2016 20:12
Meechie	I heartily support the proposed LRT expansion to YYC. Most other major North American and all major European airports already have reliable mass transportation access. We have needed the LRT extended out to the airport for over a decade! Long term, it makes sense environmentally and economically. The longer we delay this inevitability, the more it will end up costing us to build.	4/7/2016 15:45
For Mixed HOV lanes	I think you miss-read the question City. Think that mixed HOV lanes DO provide the rapid, reliable, attractive transit service that we need, AND they will be way less disruptive, AND benefit others. Where is the data that mixed HOV lanes are not as rapid or reliable and would not work on 14th ? It's not in the documents I've seen so far. Please post a link. Thanks.	4/7/2016 12:49
R	Hi, what about making the ticket prices a little more flexible, it is annoying and I feel ripped off to pay \$3.15 to go one or two stops on the LRT. If a short trip and long trip ticket option would be offered, that would be great. Short trip to be 3 stops, or 20 min ride, and then keep	4/7/2016 11:54

	the long ticket at \$3.15 for longer trips, with the 90 min ride as normal. I would like this to be a serious consideration. Thank you	
Woodlander	I disagree with the blanket statement: "The new additions to Calgary's BRT network will offer better service for current transit customers." Currently, I access CT via a 2 minute walk from my house to the bus stop. The bus provides quick access to the C-Train for my travels downtown. With the BRT I would either have to walk 15-20 minutes to a BRT "Station", or take the extra time and hassle of two buses and a transfer. If the goal is truly to provide "better service", this could be achieved with far less cost by increasing bus frequency and operating hours on the existing bus route. I have never had a need to go to the Mount Royal area.....but if I did, service could be provided simply, and with far less cost, by initiating bus service on this route from the Southwest using the existing roadway. This would provide a far better gauge of ridership or demand for this route than the subjective and dated forecasts prepared by and for CT.	4/7/2016 8:49
SS	I have two questions regarding the proposed SW BRT. Firstly, I am curious what the plans are for the turning lanes on and off of 14th Street (ie. from 14th northbound to Heritage eastbound; From 14th southbound to 90th westbound; from 14th northbound into the Rockyview Hospital) as I have heard and read conflicting information, will these lanes continue, will they simply be removed, or will infrastructure be put in place to re-route them? Secondly, by definition BRT is 'Bus Rapid Transit' and so I am curious as to why the route has a jog off into the MRU area on and off of Crowchild? I am speculating that a direct route from the SW communities (ie. south of Glenmore) into downtown might have more appeal to SW commuters (including myself).	4/6/2016 21:01
Better Services	Instead of wasting funds on a project which no one wants in the SW, improve services out of the SW neighborhoods to the LRT. The City has made an assumption that those living in the deep SW want to go downtown. NOT SO! We do our shopping in the south of town like the majority of those living west of 14th Ave SW. For those working in the downtown core, access to the LRT is far more important then taking the BRT which will probably wind itself through the various neighborhoods and take too much time to get to a destination. As suggested wait and see what the effect of the ring road will have on traffic once completed. Question: Why did the city not extend the LRT in the NE to the airport.? All great international airport around the world have great LRT services available to all (Vancouver, Toronto, Seattle, San Francisco etc..) JP D	4/6/2016 17:13
Jim	Hear Hear!	4/6/2016 15:13
ED	I would love to see BRT routes out to the smaller communities around Calgary. I live in Chestermere and commuting isn't easy. Very excited that other options are being considered.	4/6/2016 13:22

GF	I support the BRT network, it is long overdue. My only major criticism is on the directness and efficiency of the routes, particularly the NC BRT along 16th Avenue N. Currently, the NC BRT along 16th Avenue continues on 16th until the Children's Hospital interchange. This doesn't make sense, given that it skips the U of C's main bus loop, accessible on the lightly used University Drive. Students are a far larger source of ridership for Calgary Transit than a hospital will ever be and should receive priority. The Children's Hospital can be served after the U of C along 24th Avenue NW. This small change makes the route significantly more viable for students and still provides as fast access for the Children's Hospital. Students provide all-day demand, are generally pro-transit and will studies show they will continue with transit once they age if they are provided with good service.	4/6/2016 11:52
GM	Respectfully, you seem to be making the case for the BRT Plan. "I have tried taking the bus from the SW to downtown and it is invariably 2 to 3 times longer than driving, the LRT is packed like sardines and practically unusable too."	4/6/2016 10:37
GM	This is a very necessary enhancement of Calgary's public transit system. To date, and owing largely to NIMBYism, the 14th Street corridor is grossly underutilized. I look forward to seeing this come to fruition. Thanks to the City of Calgary staff for persevering.	4/6/2016 10:33
RWC	I don't think that the ridership levels from the SW support expanding the bus service from this area. The buses I see on the roads in this area where I live are usually close to empty so I don't see why they would need more buses. I have tried taking the bus from the SW to downtown and it is invariably 2 to 3 times longer than driving, the LRT is packed like sardines and practically unusable too. The addition of bus-only lanes on 14th street SW is a very costly aspect of the SW BRT plan. These buses could travel on the new ring road instead of the huge cost of adding lanes, underpasses and fancy funky design ugly bus stops to 14th street and attracting transients to the area.	4/6/2016 9:56
Ali H.	I am anxiously waiting for the BRT to connect through 14th street from the south. Please start it with lightly build stations and expand construction later.	4/5/2016 13:49
Nauman	cant wait for it to start working. Nauman Resident in deep S.W	4/5/2016 13:44
Ridership forecast	So now we know what the City's ridership forecast is based on and does make sense. What the city seems to have a real aversion to is sharing that number. PLEASE provide your projected ridership numbers and rationale.	4/5/2016 12:48
HOV ( mixed ) Lanes	I have seen several people ask why mixed HOV lanes ( transit and cars with more than 1 person) are not being added, or at least tried, on 14th Street instead of the disruptive dedicated bus lanes, with the no real answer from the city. Can you please explain why the city is not adding mixed HOV lanes on 14th Street ( and the answer that 'it will not provide rapid reliable attractive' service, just doesn't seem to 'cut it'... as it seems to work elsewhere in Calgary and around the world) ?	4/4/2016 12:47
16 Ave North	What is the expected travel time between Rundle and University with the proposed 16 Ave North BRT? The existing Route 19 isn't as frequent as it could be and the travel time between the two points is	4/4/2016 12:47

	longer than taking the train downtown and transferring to the other line because it has so many stops and winds through a chunk of residential areas. Will the existing 19 be kept as is or will there likely be changes to it as well?	
Ayesha	I would like to see BRT used to connect neighborhoods not served by LRT, or to connect sectors with each other more directly (without having to go through the downtown). Direct buses from NW to NE.	4/4/2016 12:29
James Schmierer	The bottle next is 14 St. S.W. going on to Glenmore Trail to Crowchild Trail, the city only built one lane on Glenmore going west, so traffic has move over a lane or two to go to Crowchild Trail.	4/4/2016 10:50
Concerned	Dear City Planners / Representatives: Keeping in mind that everyone has the city's best interests at heart, respectfully, you did NOT really answer or address SB's very very valid concerns and questions about the negative impact of the 14th Street section of the current planned dedicated bus lanes, concerns that are echoed by so many that have spoken with me and are written on these pages. As outlined, the current planned dedicated bus lanes along 14th Street will create havoc for the rest of the existing lanes of traffic along 14th Street, and their local exits and merges on and off Glenmore Trail. The Functional Planning Study does NOT address these critical negative impacts, simply repeating that 'monitoring' will be need to be done to assess the negative impacts, and 'operational deficiencies'. This is not sufficient. Question 1: Why are Mixed or HOV not lanes being implemented along segment 5/ the 14th Street segment ( like they are elsewhere ), as opposed to expense disruptive dedicated bus lanes, to try to lessen the expected negative impact on traffic on the other lanes along 14th Street and the surrounding communities? Question 2: Why do the city's listed ridership numbers for the SW BRT seem so inflated / unrealistic, and seem to not take into account the huge impact of the new soon to be completed Ring Road ? Question 3: Will the city planners commit, now, to re-purposing the planned dedicated bus lanes along 14th to needed HOV lanes, once it is confirmed that the SW BRT ridership targets are not being realized, so that the benefits of this new 4th lane along 14th can be enjoyed by many, not just a few? Thank you in advance for taking the time to consider and answer our concerns.	4/3/2016 22:52
Ed	Will bus stops be added to Walden Community especially along Medical Professional Buildings. For safety reasons, there should be dedicated bus stop beside Chaparral Valley Medical Building.	4/3/2016 15:44
Shelly	I concur with Dave's comment and feel compelled to add that just because their are more options for those southern communities does not mean the vehicle commuter traffic is not affected. Having lived in Cedarbrae for 10 years, there has been a continual increase in congestion on 37th and anderson to 14th and 24th street as communities expanded to 22x and beyond. To ask a citizen to identify what communities thesee vehicles are from and where they are going is unfair - I certainly expect the studies looked at this. Seven years ago, I chose to stop using the LRT and drive downtown because 1) lack of LRT parking and 2) difficulty getting on a train because it was so packed and 3) it increased my daily commute by one hour.	4/3/2016 11:47

	Considering how packed the trains were, is it truly feasible that development driven population growth around 22x didn't increase roadway traffic in communities between these people and Glenmore trail?	
casey	<p>Will busses be added to the residential areas in Inglewood so that places like Inglewood Bird Sanctuary will be accessible for everyone to access via Calgary Transit bus? I hope so. The nearest bus stop is on 9 Ave in front of the Blackfoot Truck stop (bus #1 and 411). They stop a kilometer away from the sanctuary- it's too far for people with disabilities and seniors to walk from there to the sanctuary. It is also too far for Inglewood residents like myself to walk to the bus stop as well especially since one of the sides on 9 ave is not paved. Currently bus #1 turns from 9 Ave then turns on to 17 Ave. SE. It would be nice if a bus would connect from the stop on 9 ave to go to the sanctuary. Bus 411 goes from downtown down 9 Ave SE and turns on 17 St. SE. It too stops too far from the sanctuary. In addition to that bus #411 doesn't go to any major grocery store, doctors office, and other amenities that are good for Inglewood Residents to go to. There is no major grocery store, doctors office, mall etc...in Inglewood. It would be nice if a bus would go from the residential area of Inglewood to these areas. The nearest grocery store is in Forest Lawn. The nearest C-train is at City Hall and at Franklin Station in NE Calgary. It would be nice for a bus from Inglewood to go to the Franklin Station as well and perhaps to Peter Laugheed hospital in NE Calgary as well since there is no doctors office in Inglewood. The Alex is the only doctors clinic in Inglewood. It does provide limited services to residents of Inglewood, but most are only offered to seniors. I am not a senior. I don't qualify for most of their programs because of my age. There are adults, youth, and children who are ineligible to go to the Alex because of the age restriction. They should be able to access the doctors office via Calgary Transit. There are some apartment buildings in Inglewood that specifically house seniors, and people living with low incomes. Since they can't afford a car they would be using Calgary Transit since it's a more affordable way to travel around Calgary thanks to the low income bus pass, and seniors bus pass programs. The more people can easily access transit, the more they would be willing to use it as their main mode of transportation.</p>	4/3/2016 10:05



Gary	<p>please understand that I am in support of this project. What I would like to know is how many Transit Riders will use the system for it to be considered successful? For example on some routes they are not considered successful and so instead of using the large bus they use a smaller bus. From what I understand in the Southeast the route follows exactly what will be the new Green Line LRT and I've noticed that. Bus it's not always full with people coming from the south east. I haven't been able to find any information if the 14th Street Southwest brt is going to become an LRT Line. I know the city does an awful lot of research regarding this but in the time of recession and people moving away it makes me wonder if the project is worth it. Next city senses well obviously show how much change there was to our population. I was in Kelowna in the summer of 2015 and used their bus rapid transit system from West Kelowna to downtown Kelowna. Their stations were very simple and kept me out of the rain and their real-time bus stock information was helpful so I can see how something like this would work in Calgary and is perhaps long overdue I just questioned the exorbitant cost to put in something so simple. It seems like all you have to do is find the spot to put the station and construct the station. I also would like to know how many Executives with Calgary Transit and the transportation department and how many counselors on City Council actually use public transportation. It seems that the higher the income there is in this city public transit is not used as much from my experience. It should be a requirement of the job to use public transit to experience the public experience. I was relating to somebody from Calgary Transit the kind of horror stories that I have seen on buses and trains and they didn't really seem to understand the kind of security issues that we're going on leading me to believe they drove and barely used transit.</p>	4/2/2016 15:45
Sarah	<p>It seems like you are underestimating the cost of travel by individual car as compared to public transit and not including some benefits of transit like the jobs it creates by reducing congestion.... not to mention the \$4 of economic impact for every \$1 invested in transit! Check out the studies by the Canadian Urban Transport Association for real research about the costs and benefits.</p>	4/2/2016 10:27
BRT for you and me	<p>Could you please share more specifics on how Heritage Drive east of 14th will be modified to accommodate the South Crosstown BRT? Right now travelling westbound on Heritage, the far right lane has traffic going straight across to Heritage Park, traffic merging onto northbound 14th and traffic going southbound on 14th during peak times. Will BRT buses use this lane as well, sitting in queue with traffic to go westbound to reach the station on the west side of 14th? If not will Heritage Drive need to be widened or how will this be configured? Thanks!</p>	4/1/2016 22:51
No BRT	<p>Why are we spending money foolishly on a BRT system when the LRT station is a matter of a few blocks away. I do not want bus lanes on 14th street, this road does not need any additional congestion. It would be nice to see the city stop increasing our property taxes, and start spending our money more wisely.</p>	4/1/2016 9:05

Northwestern	I agree with previous commentaries that BRT should not just be about getting people to and from stations, or to and from the downtown core. I would like to see BRT used to connect neighbourhoods not served by LRT, or to connect sectors with each other more directly (without having to go through the downtown). Could a version of BRT be an option for overnight service on key routes such as Crowchild, MacLeod Trail, 17th Ave, Centre St. 36th ST NE, etc. ?	3/31/2016 21:38
rob dickinsonAB	<p>Routes and Ridership I think it is important that Calgary Transit expands their service beyond focussing on getting people to LRT stations. While LRT stations are important and provide significant connections, they don't meet all needs. Constantly feeding people from a community to a particular train station, to travel to another train station, to connect to another bus to get to their east or west destination is not ideal. It leads to long travel times and definitely does not make transit the preferred mode of travel for people who have the option to drive their vehicle. Think of travelling from Woodbine to get to Mount Royal University. Having fast, efficient and customer focussed Bus Rapid Transit routes in our city compliments the existing service provided by the LRT system. Frequency – the frequency of the Bus Rapid Transit route is extremely important. I have heard mention of 10 minutes at peak time and 20 minutes during off peak. I think that the frequency needs to be increased. I would suggest 7 minute frequency during peak times and 15 minute frequency during off peak times. The more convenient and reliable the BRT is; the more people will take it. Access – given that there are limited stops in a BRT system to improve its speed of service, it is vital that the connecting buses are coordinated to connect with the nearest BRT bus stop. This will enable ease of access for local residents. For example, I could easily hop on the 79 at 90 avenue and 24 th street, take it to the BRT stop at Glenmore Landing, and transfer to the BRT to head to a key location further north. The frequency of the BRT arriving would make the transfer desirable as I will not have to wait long for the next bus to arrive, regardless of what time the 79 arrives there. I am not familiar with all the connecting routes along the proposed BRT system and will trust Calgary Transit to examine the options. However, having multiple community connecting bus routes share the new BRT stations will improve opportunity for transfer and increase access to surrounding communities thus leading to an increased customer base. Way Finding Signs – I would like to see more BRT way finding signs at their bus stops. I am sometimes in areas where a BRT stops but I have no idea where that BRT goes and whether it would be an option for me or not. Granted, I could likely find the information on my phone. However, if there was a map posted at the bus stop/bus station that showed where the BRT travelled and indicated where it stops, I could determine whether it would meet my needs. This could save me time on travel and the map would increase my comfortableness with the route.</p>	3/31/2016 12:29
Matthew Line	I live in Marda Loop, and I support better transit service along Crowchild into downtown. But the frequency has to be high enough to make it convenient for me to use transit instead of driving. That would probably be every 10 minutes, or at worst 15. And not just peak periods, but all day. I am on an odd work schedule, and I don't use	3/31/2016 11:13

	transit to commute, but I would like to use it to get around to go shopping and run errands.	
Glenn Johnston	The areas impacted by this project along the route south of Glenmore Trail are well served by bus transit to Anderson, Southland and Heritage stations. The issue is that once at these stations during rush hour it is difficult to get on the train. The money that would be spent on the southern legs of the SW BRT route would be better used to fast track the deployment of 4 car trains with the addition of more short turnaround trains from Anderson st. as required. The proposed development of the dedicated 2 way bus lane starting on Southland Drive the along 14th St to Rockview including an underpass at 90th St will be very expensive and very disruptive to the existing heavily used roads during rush hour and beyond, particularly the underpass at 90th St. The ridership from Woodbine and communities north to Crowchild Trail seem unrealistically high. Were costs per ridership mile actually developed for the segments of the route to test their viability and used to test alternate solutions? Given the information provided, this project as currently planned doesn't seem to make sense. Will any of this feedback be used to rethink the plan before implementation?	3/30/2016 17:34
Matt	Where are the bus stops? I've looked at all the available information and the project maps shown on the other page. Why do the maps only show the route but not the stops? As a transit rider, the route map doesn't tell me anything if I don't know where I can get on or off the bus. Bus stop location is extremely important and impacts how convenient the service is. Not to mention, the SW BRT takes a different route in the eastbound and westbound directions in the downtown - and the stop locations are odd. I would be waiting in different places in the morning and afternoon. How closely spaced are the stops - if this is going to be a BRT service, how far apart will the stops be spaced? The route map only shows us 1/2 of the information. I would hope that stop locations have been determined at this stage of the project.	3/30/2016 17:30
Petrie	1. I would like to know with respect to ridership, improvements to public transit in the SOUTH WEST whether there has been any consideration to moving the end terminal point of the SW BRT further SOUTH to Evergreen or Bridlewood. These residents absolutely are land locked in their quadrant, have few options north-south to leave the area and have inadequate access to public transit ( LRT or any rapid transit option). Rather than have the termination of the BRT in woodbine (where there is no requirement no increase in population base, questionable need, it makes good economic and transportation effectiveness sense to run the BRT further south ( down Fish Creek Blvd and James McKivet Blvd as an example) to these neighbourhoods . 2. The issue relating to prospective riders driving and parking in the station identified BRT neighbourhoods (from within the farther reaches of the neighbourhoods or from inadequately serviced neighbourhoods ( south of fish creek as above for example) must be addressed. the idea that riders will ONLY be local and will ONLY walk or skateboard or ride their bikes to the local station is short	3/30/2016 17:04

	<p>sighted. Parking behaviour around LRT stations bears this out. Further, the thought that a parking permit process will successfully resolve this issue is an expensive &amp; labour intensive attempt to resolve ( there will be a required enforced plan necessary to be successful). 3. feeder bus frequency will need to be seriously upgraded to be successful and would serve to eliminate parking issues.</p>	
Glenn Johnston	<p>I don't understand the issue with service from areas served by the route south of Glenmore Trail. These areas currently have good bus service to Anderson, Southland and Heritage LRT stations. The issue commuters have is getting on a train at these stops during rush hour. The cars are elbow to elbow people when they arrive. The city should concentrate on deploying the 4 car trains more rapidly and adding a few short turn around trains from Anderson during the rush hour. Building the proposed bus only lanes along Southland Drive and 14th St will be very expensive and during construction which always takes longer than planned will cause terrible traffic snarl ups on the heavily used 14th St. I do not understand the need for the new bus service along from Woodbine to the Crowchild Trail/Mount Royal University area. I don't think the ridership from Woodbine and then north from there justifies the the plan. A pilot project with a new bus service using existing infrastructure along this route would make more sense to get a more accurate assessment of potential ridership. The budget for this project considering the significant earthworks along Southland Drive and 14th St including a tunnel (seriously?)at 90th St is far too low. It would be very interesting to know if the City has a performance measure for example \$per rider km that it uses to screen new proposed public transportation projects. Please take time to rethink this project rather than ramming it down our throats as has been the impression given by the Mayor and Alderman Pincott.</p>	3/30/2016 16:38
RM	<p>I was going to make this same comment. A stop at 14th and Southland could even allow for people coming from S of Fish Creek by LRT to switch to BRT at Southland to get to MRU.</p>	3/30/2016 14:56
CK	<p>OK, no privileges for anyone! Wheee!</p>	3/30/2016 14:36
CK	<p>? Actually a lady but, ok?</p>	3/30/2016 14:36
CK	<p>I live close to 14th street in one of the adjacent neighborhoods to the proposed route and I would jump at the chance for a rapid bus transit to downtown. The existing ridership is likely based off of the fact that it is presently faster to take a bus to Southland station to get downtown than it is to bus down 14th street.</p>	3/30/2016 14:32

Sam	I recognize that these routes are great crosstown connections that reduce the transfers to get between key destinations. But where/when was the decision made to implement these as BRT? Why can't these routes just be implemented as regular conventional service routes running on street. There is no need to build extravagant stations, construct a separate transitway, build queue jump lanes and widen roads, or upgrade signals for priority. The routes should be implemented as regular routes, operating at the 10 min PTN frequency. This would build ridership and actually pilot how successful these routes are. Rather than spending all this money to implement these new routes when they can be implemented with limited capital cost, the city should focus on giving priority to routes that are already performing well, have built up a lot of ridership, and even operate more frequently than these planned BRTS (Route 3, etc.). This would be a much lower risk / lower capital investment approach and ensures that our tax dollars are spent most productively.	3/30/2016 14:15
James schmierer	Howdy SW Transitway/BRT Question Period Question #1 How will the buses on the north bus lane proceed to 14 th Street going north across the Glenmore Causeway at 75 Avenue S.W.? Question #2 Will a person travelling north on 14 th Street still be able to make a left hand turn in to the Rockyview hospital? Question #3 How will the buses from the bus lanes turn on to Southland Drive to go west and visa versa? Question #4 Where will the new bus stops be along Southland Drive and 24 street S.W? Will there be pedestrian signal lights for the bus passengers so they can cross Southland Drive and 24 Ave. S.W., with this extra traffic? Question #5 Will there be a bus stop lanes along Soutland Drive and 24 th Street S.W., so the right hand lane traffic is not impended? If you need clarification on the above questions [personal information removed].	3/30/2016 13:50
AFH	COUNCILLOR COLLEY-URQUART, CTV NEWS, FEB 23/16- "I'm going to take back the people of Woodbine's concerns about why this is going so deep into 24th Street and it's not needed. There's no ridership here." MAYOR NENSHI, CBC EYEOPENER, FEB 26/16- "Of course there have been ridership studies." MAC LOGAN, GM TRANSPORTATION, MAR 4/16- memo to DCU re: Rational for Woodbine Area Service. "The 301 serving Center Street and formerly west Calgary prior to LRT, built up tremendous ridership with BRT quality of service." MARCH 20/16- BRT route 301 service cut due to low ridership. SEAN SOMERS, CALGARY TRANSPORTION, CALGARY HERALD, MAR 8/16- "Based on population and development growth projections, the City estimates 46,000 passengers would use a portion [of the SW BRT] each workday." CURRENT RIDERSHIP- 11,600/day x 5 days/wk x 52 wks/yr = 3,016,000/yr PROJECTED RIDERSHIP- 46,000/day.....= 11,960,000/yr SW BRT PROJECTED 285% INCREASE IN RIDERSHIP CURRENT TOTAL CALGARY TRANSIT RIDERSHIP 2015 .....10,997,000/yr WEST LRT ACTUAL RIDERSHIP INCREASE AFTER 1 YEAR..... 11% SE BRT ACTUAL RIDERSHIP INCREASE AFTER 1 YEAR..... 10% Need I say more? I think not. Unbelievable	3/30/2016 13:14

Willem	I have written about this before, but I think my biggest issue with the whole plan is the low planned frequency. If you want people to get into the habit of using and relying on this service, you need to lower the 10 minute headways, and DEFINITELY need to lower the 20 minute headways. This is a serious plan, it needs to be implemented with a serious look at ridership.	3/30/2016 8:41
Dave	Much of the traffic on 14th street comes from communities south of Fish Creek. Why is this not being addressed with the BRT? Very short-sighted. Current ridership study needs to be done now that everyone finally knows the scale and cost of this project.	3/30/2016 0:33
DW	That sounds like a new bus route which is cheap and easy. Nothing wrong with that but it doesn't have to cost \$40 million and cause 4 years of construction delays.	3/30/2016 0:12
DW	At what cost and how many years of construction? Why not fix the Glenmore bottleneck and run buses straight up 14th?	3/30/2016 0:08
C.M.M.	I completely agree with your points. As a frequent user of calgary transit and a member of the woodbine community I find the lack of city consultation on the project, until as of late to be highly lacking/nonexistent. The location of the proposed bus terminal doesn't, make much sense in terms of the uses in the community, it would be just as effective to take the 56 straight to anderson station, based on a comparison between the location of the bus terminals.	3/29/2016 23:23
B	It's clear that this plan could use more input about the travel needs of residents of rump communities such as Ogden and Deer Run. It's also clear that the needs of shift workers at several major employment centres in the NE and SE will not be better met through this plan. The SW BRT in particular does not appear to have taken into account the employment needs of MRU students, nor the travel needs of seniors to the medical cluster south of Glenmore between Elbow Drive and 14 Street. The city may wish to review its approach to ensuring diverse participation from missing and most affected stakeholders in its consultations.	3/29/2016 23:14
Barb	I would like to see the bus lanes on 14th Street going with traffic - much like they do on Crowchild near the old Children's Hospital. The lights/access at the Rockyview Hospital intersection were changed to improve traffic flow. The proposed 'S' route for buses - stopping traffic in all directions as the buses do so - is going to cause major delays on 14th.	3/29/2016 21:57
SB	The city should run tests buses on the 14th street BRT route and prove that this expensive project is actually needed. Going whole hog without the plan actually being properly planned out sounds expensive and burdensome on the tax payer and people living in the areas that will be affected by this BRT.	3/29/2016 16:01
Paul	Just reviewing the route for buses travelling southbound from Crowchild Trail onto Glenmore Trail East using the new bus lane in Lakeview. Has it been considered to change the second light on the bridge over Glenmore going into Lakeview to allow buses to make a left turn and re-configuring the existing ramp to allow this to happen? It seems like a lot of extra effort and cost to create a new lane for bus only traffic, adding another light (to create 3 in a row) and extra noise	3/29/2016 15:25

	for the houses that now back onto the bus lane. Also this new bus lane would create an island of land that is not connected with the rest of Lakeview except by crossing major roads.	
Brian	Will the 17 Ave SE BRT be it's own new route or will it just be the existing 305 but using the transitway? I think it should just be a route from 17 Ave to Downtown and back. If you keep the existing route and there are delays on the west side of the route, any time savings you get from building the transitway on 17 Ave SE will be lost.	3/29/2016 12:26
MCI	City representatives have acknowledged the ridership is not there to justify this project but they 'hope' it will be there in 15 or 20 years. Take a look at buses traveling along 14th St and you will see the majority are less than 10% full. So what's the hurry? A whole lot of things change in 15 or 20 years. New roads (SWRR) new methods of transportation (driverless cars, Uber, improved LRT etc) not to mention the distinct possibility Calgary will not grow as projected. Delay this project and do some proper studies. If it's proven to be economic then do the engineering to allow it to be built in a cost effective way.	3/29/2016 11:02
mc	I support the SW BRT, sooner the better. One bus can take away several dozen cars on the road, what not to like?	3/29/2016 10:28
Marita	I actually wish that the service on the 305 was extended throughout the day. It's the only option for me to get home directly from downtown and the fastest. Right now if I need to go home from downtown in the middle of the day I have to take 2 regular buses or the train and a bus. Travel time is usually about 90 minutes. The 305 is only 30 minutes.	3/29/2016 6:46
Mark	My final thought is to look at the SW project from the "eyes" of a responding fire truck. Select fire trucks have a sensor, that when activated, "sends" out a signal asking for the intersection right of way. Select intersections have a receiver that "catches" the signal and gives the green light to the fire truck while red to the other three sides for a prescribed short time interval. The city could put this system into the selected intersections (say 10) and selected dedicated buses (say 18) in the fleet. For a lesser cost the system could run effectively and be a win for everyone. Select	3/28/2016 14:39
Mark	I would also like to see buses run the SW proposed route this year to see if there is a significant interest in ridership. I seems like a lot of expense and construction for a few hundred riders per hour.	3/28/2016 14:31
Mark	I would like to see the 1970s plan of 37 ST SW crossing the west end of Glenmore reservoir revived. A four lane 37 Street road / causeway (similar to Glenmore causeway) would do a West end run to Glenmore and take pressure off of 14 Street, enabling 14 St to remain physically the same carrying locally oriented traffic.	3/28/2016 14:27
Alex	I'm glad to see new BRT routes that are not so LRT oriented. It takes a really long time to get around when you have to take a bus to the train then get on another bus to get to your destination. Direct routes to major destinations with higher frequency will definitely make it easier and faster to get around.	3/28/2016 13:46

Robyn in Woodbine	I am very excited to have a direct route into downtown to get to work every day. Currently I get to a train station either by car or bus, have to walk to the station, wait, stand on the train both to and from work, and walk to work. It is a very disjointed route, and I spend more time "commuting" through multiple modes, and standing the whole time. With the BRT originating in Woodbine, I will get a seat both to and from work, and will have the majority of my commute via a single mode of transportation (ie the bus). That will allow me to work, read, or listen to music and enjoy my commute more than I do currently. The convenience is what has me so excited about this new route into work every day!	3/28/2016 13:02
Lea	SW BRT is definitely needed. Concerns with the constant traffic disruptions on Glenmore over the reservoir. What about running the route over the old dam and then up 50 Ave SW? It would keep the BRT out of the Glenmore mess.	3/28/2016 12:57
Mary-Anne	What about just adding a series of "fast" buses? Buses that, for example, go non-stop from a key hub, straight to MRU or straight to the Rockyview	3/28/2016 11:42
Ronya	- Why is only 14th street going to have additional bus only lanes and the buses will function in mixed traffic for the rest of the route? - If we have a functional LRT that is always looking for increased rider-ship why is the BRT being proposed and not an increase in buses transporting people from the outlying areas to the LRT? -Why is 90th Ave being proposed for an intersection underpass and no other intersections? Especially when there is going to be a station at 90th anyways? -If we have to have these bus lanes added would it not benefit traffic to also make them HOV lanes (I saw nothing in the literature about this idea)?	2016-03-28 10:38:28
Megan	When I heard about the BRT that will be coming through Woodbine and Cedarbrae area I was so excited! It means I finally have a route that will take me directly to work. I've used transit to get to work before and it either includes a 10 minute walk, 2 buses, or a bus, train ride, and a 2nd bus - it takes about 90 minutes one way. So I drive my car every day in the 14th street clutter, a single passenger. What the BRT means is that my husband and I can finally be a single car family, saving us tons of money on car payments, repairs and maintenance costs, gas expenses, and the \$70/month I pay to park at work - all of this adds up so quickly. I'm very excited and supportive of this initiative!	3/28/2016 9:30
C	The 406 is almost always 3 minutes early. When it's not 3 minutes early, it's 10 minutes late. Every time I call the customer services reps blame me for this problem. The buses need to be at their stops on time. If they're getting to be early, they need to wait at a stop until they are back on time. On another note. The 306 at heritage should Come more frequently. This is the best bus for mru students to take to school and class times are scattered so more frequent bus times would greatly benefit the students.	3/28/2016 8:50



Sébastien	I'm ecstatic that there will be a potential BRT from Rundle to the University of Calgary, finally the students of the Northeast no longer have to transfer through downtown and have a direct route to the university and back home. I live near Applewood and I'm happy that 17th Avenue SE will finally receive the BRT transit system it deserves. I just hope it's frequent enough to be a reliable option rather than me using the train to get to the downtown core. Please extend the BRT down 17th Avenue SE down to Applewood! Make the 305 and 126 more frequent throughout the day and extend their hours up till 21:00.	3/27/2016 21:46
CalgaryAGT	Very glad to see the Southwest BRT is in development. The C-Train is too far away for many of us, and this bus will provide a valuable mode of transportation for those of us who prefer not to drive (or can't drive because the cost of owning and parking a car is prohibitively expensive).	3/27/2016 14:14
Fred Z	This BRT plan is inappropriate for a number of reasons 1. Morality - it gives special privileges to people. First come first served is fair. Whisking favoured classes through the traffic is not. 2. Expense. In case the city fat-cats have not noticed, we are having an economic bust. And of course civil servants will never get fired, get a pay cut or suffer at all. Stop spending our money. 3. It's just plain a stupid plan. Ancient creaking 'main-frame' bus technology vs. 'distributed processing PCs' auto/truck technology. The Bogota TransMilenio BRT claims 35,000 passengers per hour. How many busses does it use? Today's lanes do about 3,000 people/hour at 100kph, assuming 1.2 people per car. Will the busses beat that? Do they need to? Do we need 35,000 people per hour anywhere in Calgary? How many people will use this system anyway? I am a walker, 15k a day, and I see tons and tons of empty and nearly empty busses, such horrible waste in CT. This like the useless bike lanes clogging downtown, just another fever dream of self aggrandizing, selfish, under-employed civil servants.	3/27/2016 12:28
Fred Z	Unlike you I am not in favour of special privileges for anyone. Why should transit riders, already heavily subsidized by the tax payer, get even more privileges? Bus riding in special lanes would indeed be relaxing, if your morality allows you to relax at the expense of us peasants who don't have that luxury.	3/27/2016 12:08
Ward 11 taxpayer	I think it is an exercise in excessive spending to put the busses on one side of 14 street. We lose green space, we get cages on the street (areas that are dangerous for city workers to get into in order to clean and remove garbage) and we get to stop every 5 minutes on 14 street to let busses go by... I don't understand why council would ever approve this. I am totally against this project and see empty busses all the time near my home in ward 11, but if we have to do this, then council should put bus-carpool lanes on the outside lanes going with traffic. This would save millions of taxpayer dollars as well as cut down on driver frustration and truly supports all modes of travel.	3/26/2016 7:33

coastmama	Your route map picture of dots on a thin line is a visual misrepresentation of the re-construction proposed for 14 Where are the visuals for your proposal of: The removal of the center grass boulevard; Misaligning the road to the east; 2 bus-only lanes on east side, for rush hour use only; Dividing boulevard so wide to provide safe bus stops for people to wait in the middle of the road; Bus-only underpass at 90 th Ave; Intersection modifications to 75 th Ave, Southland Ave; Pedestrian crossings to get to bus stops. With comprehensive research you would have done an alternate plan for: Stops on existing roads.and/or Removing center boulevard, moving the car lanes toward the middle and adding extra bus+carpool lane directly beside existing lanes. Where can we see the alternate plans?	3/25/2016 21:05
T	Would the simple widening of 14th St[adding a lane each way] from Heritage Dr. to Canyon Meadows for all traffic including buses and extending the north lane between 14th St ramp and Crowchild on-ramp to eliminate many lane changes on this portion of Glenmore Trail not be a better use of funding and benefit all residents south of Glenmore Trail?	3/25/2016 19:59
LeMoN	I live on this route and wish there would have been a CTrain to MRU; however this is a great alternative to get the SW folks more effectively to a number of hospitals, educational institutions and downtown. This will really help provide a better option for people.	3/25/2016 15:12
Brian Pincott's dad	great job son	3/25/2016 14:21
Owl	Even though I believe the SW BRT should not be built , if it is, the bus lanes should not be located side by side. They should be in dedicated curb lanes. This would eliminate the need for tricky crossovers which delay traffic. Attention should be paid to noise attenuation and visuals, such as trees and bushes along the route.	3/25/2016 12:38
J	I am concerned about how the SW BRT design was developed without considering how it fits into the rest of the network, especially with the South Crosstown BRT. When South Crosstown buses come westbound on Heritage Drive to 14th St they will need to cross to the west side to reach the station, then go up northbound one block to reach the station at the Rockyview Hospital, and then cross back over that intersection to join regular traffic to get to the Glenmore Causeway. For those who do not live in the affected SW, the intersection at 75th and 14th SW is the absolute only way to reach the one of our major hospitals, and over 80 000 vehicles of all types use this intersection daily. Currently there are free flow lanes in some directions to accommodate the hospital volumes. The northbound BRT buses from the the two routes will be crossing diagonally across this intersection, necessitating all other traffic to now turn on lights at 90 degree turns. This will be very congesting at the minimal frequency of a bus every 10 minutes on both routes. A much simpler solution with nicer flow for the South Crosstown BRT, would be to have bus priority lanes on either side of street where possible more similar to Crowchild Trail. Why was this not considered in 2010, and why is this not being looked at now?	3/24/2016 23:55

Nik	I live in Hidden Valley community and I would like to see a BRT bus coming nearby. Maybe in Panaroma or Beddington area as well.	3/24/2016 23:33
More Traffic?	Is the city considering the impact of additional traffic generated with the southwest ring road on the existing road infrastructure...90th ave, Southland and Anderson road? I am assuming the city understands that a great deal of traffic will be cutting through the adjacent neighborhoods to avoid the existing congestion on 14th street?	3/24/2016 19:25
More Traffic Down Southland?	What is the city doing to mitigate additional traffic down Southland drive? What improvements are planned? Will there be bus lay-bys built and where?	3/24/2016 19:20
Ridership	I find it interesting as I drive by buses in my neighborhood of Oakridge and down 14th street how many buses are completely empty...Hmmm maybe we are like the residents of Eagle Ridge and don't use transit	3/24/2016 19:14
Leigh	I am looking forward to having a safer place to catch the 305 BRT in the near future! Keep up the good work!	3/24/2016 15:29
mmewow	I am concerned about the impact on wildlife due to the proposed developments along 90 th Ave. What thought has gone into protecting animals going to and from the reservoir?	3/24/2016 13:32
Hep	There should be a stop between 33rd Ave SW and the Mount Royal College Stop. Surely you can have bus only lanes on Glenmore Trail East without bringing the BRT route into Lakeview. Due to increased traffic concerns the city should deny construction of a MacDonalds in the Lakeview community let alone also adding a BRT drive thru route at a nearby location. I'm not in favour of the BRT entering Lakeview, but the design as shown with a thru lane into Lakeview without having a stop for its residents to use is an insult. A minor accident on Glenmore Trail backs up traffic through the community and often into Glenmore Park from between 37 St SW and Crowchild trail . Getting in and out of Lakeview during these occurrences is an ordeal without adding increased bus traffic.	3/24/2016 12:43
G.A. Kennedy	Has anyone considered placing the end of line super bus terminal and bus turnaround at the south end of 37 th Street, in conjunction with development of that portion of ring road, instead of at the 24 th Street entrance to a Provincial Park and quiet suburban residential neighbourhoods? Or better yet, closer to expected ridership at MRU or Curry Barracks development, where residents do not have as easy access to LRT (or future Ring Road), as Woodbine residents. I live 4 houses from the proposed bus terminal and I will continue to use the LRT when I need to go downtown and I do not appreciate the huge change this is going to make in my community, where I chose to purchase my home because of the quiet nearness to nature, LRT and distance away from Downtown Calgary. Secondly, as an 11 year resident of Woodbine, 23 year resident of Calgary, 36 year resident of Alberta, why did I not hear anything about this project or impact on my community until 6 weeks ago?	3/24/2016 12:38
301	I think the NW 301 is a great route and I am sad to see that the city has scaled back service for the summer, even my driver this morning was voicing concerns.	3/24/2016 12:17

CK	What about it do you find to be ridiculous?	3/24/2016 11:54
CK	I think that the SW BRT is an excellent project and as a resident of Southwood I am excited for bus-only lanes and bus rapid transit to come to a stop near me. A BRT line to MRU and downtown would be great for residents of Southwood, Braeside, Palliser, Haysboro, and adjacent communities. Thanks to the City of Calgary for expanding transit accessibility throughout the SW.	3/24/2016 11:54
Rob	the SW route is ridiculous. Fix it	3/24/2016 10:48
coastmama	Is it not more fair, more just, more equitable, more statesmanlike, at once to investigate the subject, and to bring the parties together to hear them, to have the FACTS brought out? Obviously the re-construction of 14th St is a BIG issue. It follows upon non-listening to concerns of southland/90th ring road connectors. Remember this is just a non-tested BUS route as of today, not life and death of your budget or the whole route. Can we test a Pilot Bus on existing roads of SW BRT route to count ridership? Pilot Bus merging with traffic may be slighter slower than separate bus lanes, but it would give DATA for need of a faster bus before ripping up roads. Please?	3/24/2016 10:28
WhiteRaven	The SWCRR design was in part predicated on some 45,000 jobs on Tsuu T'ina land with 90th Avenue serving as a major access route (the Ring Road would itself be the other). The origin/destination analysis showed greatly increased flow (330%) on 90th, much of it west along 90th in the mornings and east in the evenings. Bicycle lanes and probably expanded bus routes between the Glenmore BRT station and the Tsuu T'ina development while at the same time maintaining 90th as a 'parkway' must be addressed but hasn't been. How would the Glenmore station function to serve as the disembarkation station for those whose destination is the Tsuu T'ina commercial development.	3/24/2016 9:53
Jake	Seems like a great idea. Just last week I was stuck in traffic on Crowchild and a bus went whipping by in the shoulder / bus lane. I thought, "that would be so much more relaxing". It just seems so logical that transit should have priority lanes. Bring it on. It is important to me to have electronic signs at the bus stops indicating when the next bus is coming (like the LRT stations have). Thank you	3/24/2016 8:31
TWSouthwood	I live in the neighbourhood of Southwood, which is South West of the intersection of 14th Street and Southland Drive SW. I work, daily, near MRU. I would likely use the proposed BRT route that passes through the above intersection, except that the nearest stations are about a kilometre from this intersection, in both the West and North directions. This is a significant barrier to potential riders from Southwood, including myself. Would it be possible to add a stop on 14th Street, just on the north side of Southland Drive SW?	3/23/2016 22:44
PJRT	I think this route has been well thought out and I look forward to using the SW BRT in the future. Keep up the good work!	3/23/2016 21:16

Tom Pirosok	This is really not the time to be advancing costly dubious infrastructure programs. The parking lots at LRT stations have emptied right out. If this plan has anything at all to do with environmental concerns, then maybe the big thinkers should consider the idea that it is actually a very good idea if, and prospect that, the population of Calgary actually stops growing (and, thus, increased costly services aren't required). If 'sustainability' and global warming are actually real concerns, then it's a no-brainer that populations everywhere should stop growing. And, yes, I can name names of politicians that I'm not impressed with if I wish to, and that's part of the process. Our mayor is a huge proponent of growth and trade with China - bigger is usually not better.	3/23/2016 20:26
JG	I'm happy with the planned route. I think that being able to connect both downtown workers and students from the suburbs to downtown/MRU is a great idea, and will keep the route active throughout the day.	3/23/2016 20:16
17 Ave SE	Will there be better service on the 305 BRT once the transitway is built? Trips were recently cut in the latest service revision due to "low ridership" and the bendy buses have been removed in favor of having them on the Route 1. When this thing is built, the Route 1 through 17 Ave should be axed and replaced with the dedicated BRT. If there's only one set of stations, there's no point having a local and express along the same stretch of road. Local feeder buses should be revised to better connect to the BRT and help take some of the load off of the Blue Line LRT.	3/23/2016 20:15
ManyTrees	I would love to see a route from the west hill (i.e. West Springs, Wentworth, Aspen or even the 69st LRT station) directly to the Foothills Hospital. The Foothills is having a parking crisis where the wait list for a parking spot is 2000 people and growing due to the new cancer center build and lack of planning from many years ago. Having a direct transit option from the west would provide so many people with an affordable option to get to work, or visit patients in a timely way	3/23/2016 19:59
Deanie	I would be interested in ridership & the volume of cars on Glenmore Trail. I drive that road every day and am concerned about further congestion and gridlock from potentially more accidents created by bus only lanes. The rest looks okay to me	3/23/2016 19:56
routes and ridership	I would be interested in what the current ridership numbers are regarding bus transportation along 14th Street. Your information states that this is a very important factor, however I do not see ridership numbers that warrant this project	3/23/2016 18:57
filemanjack	I hope if you have any connecting route from Heritage station, you first repair and make Heritage Station as well as Chinook Station.	3/23/2016 18:41
Julie Kearns	Why does the number 20 bus start at Heritage? It could begin at the far south terminus and move up 14th. To get from Oakridge to the U of C takes a minimum of 75 minutes and usually 90 minutes taking either the number 20 or the LRT. It takes 20 minutes to drive.	3/23/2016 18:39
D	I have no issues with the planned routes. They are well structured and connect communities with employment, education, recreation, and shopping destinations	3/23/2016 18:28
Anonymous	Well, it looks like the City is Hearing, but not LISTENING to what the people want. This still looks like the 'build it and they will come' attitude	3/23/2016 17:45

	prevalent at City Hall. Use the funds to build the BRT on the Green Line LRT route, until funding for that is found.	
Anonymous	Would like to know how anticipated ridership was determined for the SW BRT line. Given the demographics in the surrounding neighborhoods I'm concerned that the ridership may be a demographic point in time...as that age group moves out of those neighborhoods, will this ridership still exist? Is it economically feasible to provide service given the cost and disruption.	3/23/2016 16:40
Anonymous	No one at city hall is listening. What does it matter. Nice page though. How much did this cost?	3/23/2016 16:21

## Budget

Screen name	Submission	Submitted
voice of reason	Where is the business case for this project? I couldn't see one anywhere. I would like to see it because I suspect there is no valid business case. If you have ever driven this route you will know that this will only benefit transit between 7-8am and 4-6pm Monday to Friday. We've already heard that the cost has already escalated for the gross under-estimate of \$40 million to \$65 million (>60% higher). I suspect that the cost will come in even higher. This looks like a complete waste of money. This money would be much better used to build interchanges on 14th Street that would help all road users and improve traffic flow at all times of the day.	5/15/2016 10:27
Jim	Well put Mark. This is the typical shoddy planning that City Hall seems so adept at. They make no compelling case for its need, try to stifle or ignore opposition or criticism, and pull cost numbers out of their behinds.	5/13/2016 11:33
Concerned Taxpayer	The difference is that one is needed and one is not. The similarity is that both are extremely overpriced and not worth the investment. That said, since the province and the City have committed to the ring road, it would make a lot of sense to wait to see the impact it has on traffic in the SW. In my 21 years in the neighbourhood, I have never heard of anyone complaining about not being able to get a seat on the bus. I have however heard numerous complaints about the road system in the SW.	5/8/2016 10:58
Concerned Taxpayer	Ali H. There already is a transit system in the SW. Lots of buses to the LRT. Lots of capacity. What's not reasonable about that?	5/8/2016 10:54
Concerned Taxpayer	CityofCalgary I am not sure you answered Tonga's questions. Normally projects go through some sort of gate process. Money is allocated to further refine costs estimates and at each step of the gate a decision is made as to whether or not to continue to proceed with the project based on the refinements and studies at each gate. It seems to me that approval 5 years ago to begin the development of this project does not equate to approval for actually building it. It would also seem, as Tonga points out, that if you are truly seeking feedback from the public the cost estimates are simply not valid until the public input has been taken into consideration. Yet, I see that there is a publish start time for construction. How can that be? Once the consultation is complete and more engineering is done to get a much better handle of the costs, it should go back to council for review of both the public input and the cost. Or is there any costs or amount of negative public opinion at which this project would be stopped?	5/8/2016 10:43
Concerned Taxpayer	Urban biodiversity I couldn't agree more. I have used the bus service many times and there is ample capacity. The current system adjusts to off-peak hours by reducing the number of buses and even the size of the buses - very smart. I can not understand why we need to spend \$65M on this system when we already have capacity available in a little to no growth corridor. Even if there was the projected growth, the existing system can accommodate by	5/8/2016 10:28

	<p>adjusting schedules and buses. Any of us who have actually built large projects will know that you don't build the project to handle the peaks. It's just too costly to address. Like one guy said. You don't build a church just to accommodate the crowds on Easter Sunday. You build a system with some excess capacity but variable in costs so you can dial up or down the system as needed, but you never spend capital to handle maybe 3% of the times when you'd be overloaded.</p>	
Concerned Taxpayer	<p>After reading the information on this site about this project, I am more confused than ever about the need for this system. There is no information about the current available capacity of the existing transit system nor about the impact of the new ring road. In our Woodbine/Woodlands area there is significant transit capacity currently available to handle any growth from our area. Our area and indeed much if not all areas along 14th are fully developed so it would be hard to see any need for a new system especially when the existing system has so much capacity available. The information provided did not address the escalating cost of construction or the cost in traffic delays both during and after construction. The costs are out of control and not likely to get better. At this late stage in the project to go from \$45M to \$65M which is a 44% cost overrun shows that the project has not been fully thought out and the development plan is flawed. For those of us who have developed major projects before, once you get to the stage where engineering is complete construction is about to begin you'd be way closer in the estimate typically +/-15%. From what I have read on the Engage website, the vast majority of comments are against this project. Again, the information provided did not address the consultation outcome. This project is scheduled to go ahead prior to knowing what the consultation outcomes are. I have developed projects in various municipalities in Alberta and Saskatchewan and I can tell you that councils would not even begin to consider a project until we held public open houses and in many cases personal one on one meetings with affected people. Obviously this "consultation" is just window dressing. I see no need whatsoever for this project based on the information given to date and the projected cost. It need to go back to council for more study given the out of control costs, changing economic environment and the impact of the new ring road.</p>	5/8/2016 10:15
Doubtful	<p>Nice try City but most, if not all, of us have become highly skeptical of City spin. We know the original \$40 million was just a number picked out of the air and didn't come close to what this project would cost. The underpass at 90th Ave. alone will likely exceed what you are now saying is your updated budget. Some Councillors and even the General Manager of Transportation have stated the updated budget would be \$85 million but I guess admin was worried that would attract too much attention so magically dropped it back to under \$60 million. You ask why we're skeptical? You 'announced' the project would cost \$40 million, take 4 years, no make that 2 years, and will commence 'in the spring of 2016 come hell or high water'. You have a job to do and it's clearly not an easy</p>	5/7/2016 13:15



	<p>one. But the citizens of Calgary want honesty and transparency when it comes to how our tax dollars are spent. Had people not questioned this project, the City could well have started construction by now and it would prove to be the mother of all City mess-ups! Please, take the time to develop a complete scope and accurate estimate and then take it back to Council for a proper analysis and debate. In the meantime, if the City truly believes this project is wanted and will provide cost effective transportation, then take the time to communicate and consult with impacted parties. We are not unreasonable people but we are not prepared to be hoodwinked.</p>	
Budget	<p>This project and the associated costs need to be shelved!! This proposed project is wasteful and unnecessary. Spend our tax dollars on needed expenditures...and no that doesn't mean waste more money on bicycle lanes!</p>	<p>4/28/2016 18:49</p>
Confused	<p>What is the current budget for South West BRT? Of the budget how much is required to install the bus only lanes on 14th Street on an all inclusive basis including the new pedestrian overpass, underpass, new traffic control, new medians, moving existing roads and shrinking width etc.?</p>	<p>4/26/2016 14:36</p>
urban biodiversity	<p>Re: SW BRT .Thank you for your comments Captain Moderate. I think all the reasons which oppose the SW BRT are in fact based on a closer look at capital costs, long term maintenance costs, current bottlenecks and the major optionality of the SW Ring Road when it is completed in 2020. Parking around a transitway station in a neighbourhood can be a real future problem and I have watched most buses on current equivalent routes which have many vacant seats as it is. Adjusting the current system, its routes and frequency is the common sense option especially while the oil and gas industry is in profitability crisis.</p>	<p>4/23/2016 21:24</p>
Budget	<p>accuracy ranges are an indication of a poor estimate job. You don't have the luxury of instant available funds unless the plan is when you have over run by a 100% you cut what is needed by other segments and sacrifice the needs of the riders in other areas.</p>	<p>4/23/2016 11:42</p>
Captain Moderate	<p>I understand that many cities have utilized rapid transit systems -- especially more affordable and flexible BRT -- to make living more pleasant and affordable for citizens AND to save in the long term on city budget. This investment in transit has good potential to help us avoid much larger expenses in road building and maintenance. Tax dollars subsidizes every drive at a much higher level than they subsidize transit riders. The real cost for the city is parking and roads that are terribly cost-inefficient ways of moving people in the urban environment.</p>	<p>4/23/2016 7:57</p>
JCSixpac	<p>Glad to hear you're going to make additional comments robickinson. Hope you understand the city's \$66 mil is just another smoke screen. If you think that's unfair, have a look at Councillor Colley Urquat's website and listen to how the entire council was being told \$85 mil jet weeks ago. This is sincere as their original estimate of \$40 mil. Wow, there are a lot of nieve people out there!</p>	<p>4/21/2016 20:49</p>

Mcl	I don't think so BIS. The City vehemently maintained the total cost would be \$40 mil but just last week admitted it could be \$55 to \$66 with a 50% contingency. Then Councillor Colley-Urquhat indicated \$85 mil (see interview on her website) was being openly tossed around City Hall just a few weeks ago which makes one very suspicious of the \$66. All this for a project the City says is going to tender in the next few months. Then again, the city has 'the ability to move funds around from project to project'. Ha!	4/19/2016 20:13
Ann	Thanks, it does. So if \$20M+ is saved by scaling down the bus stations, how much do the scaled up ones cost	4/19/2016 18:26
MC	Given today's bad news regarding the the NDP provincial taxes, how can the city in good faith think that the citizens of this city can continue to foot the bill for bad planning? What may have been a possible great idea years ago, needs re-thinking, re-tooling, better community consulting, and restraint on spending. A province in debt only compounds the budget of a city that is struggling with over 8% unemployment. Please stop the insanity and spend with constraint on the areas in the NW and SE that have been allowed to explode without proper transportation planning. Give the ring road a chance to prove itself rather than continuing to feed more traffic to the bottleneck called Glenmore Trail. The planning process is obviously flawed if so late in the game the budget figures are so far off base. Stop and reconsider and admit that the process has failed!!	4/19/2016 17:55
Tonga	Can you please explain the following in regard to the City of Calgary Project Management Framework and the SWBRT Estimates: Class 4 Estimate - \$40MM - Range \$24MM to \$70MM (-40% / +75%) (prepared about 5 years ago) Current April 2016 Estimate - \$57MM to \$65MM (the Class of estimate was not stated) This latest estimate range works out be +/- 7% based on the midrange cost of \$61MM. Therefore this new estimate must be BETTER than a Class 1 Estimate (+/-10%). This would mean that the design is: - 100% complete, - Firm bids have been received and make up at least 80% of the estimate - Remaining estimate numbers are based on similar recently completed projects - All risks have been identified and mitigated and any residual risks are included in the contingency fund. Questions: - Why is the City still going out for opinions and feedback on the station designs, routings, logistics, etc. when in theory, the design should be frozen? - Why was Stantec drilling bore holes at 14th St and 90th Avenue only two weeks ago? - Why does the new estimate have such a tight range (+/- 7%) as it appears the new estimate should be a Class 3 which equates to a range of \$43MM to \$92MM. (\$61MM - 30% / + 50%)? - If the new estimate is a Class 1 what happened to the Class 3 and 2 estimates? - Why was the project sanctioned on a Conceptual Estimate 5 years ago?, - Why is construction starting well before the design is complete? - Why are they being too optimistic on the risk assessments. It sure looks like this project is heading towards rough waters if it proceeds as currently planned.	4/18/2016 21:06
Ann	Yes, an interesting development considering the North Crosstown had a higher score, thus higher priority, in the RouteAhead report than the South West Transitway How do these decisions get made?	4/18/2016 9:55

Contingencies???	As stated in the newly released Transportation Report (TT2016-0335) the North Crosstown BRT funding has been cut by 50% and those savings have now been allocated to SWBRT. What has been sacrificed on the north leg in return for an extra \$25 mil for SW and what does that extra \$25 mil buy those in SW? North Crosstown is now a class 4 estimate meaning it still could be -40% to +75%. SWBRT is now class 3, -30% to +50% leeway. It is shocking that the original estimates have ended up to have been soooooooo wrong. When will the final, real budget be released? If SWBRT moves to class 2 and once again needs it's contingency will North Crosstown be cancelled all together? I must say I've never been an advocate of stealing from Peter to pay Paul.	4/17/2016 14:50
CD	I think Segment 5 along 14th St SW should use shoulder lanes instead of building new lanes. It's just more practical from a cost, time and carbon emission stand point.	4/17/2016 9:05
Reckless Spending	The updated class 3 estimate for SWBRT is now \$57,000,000-\$65,000,000 (-30%--50%) an increase of 55% over their class 4 estimate. When will the class 2 estimate of \$97,500,000 be made public? And when will this madness stop?	4/17/2016 7:22
Chris Davis	I am finding all the web information and it is great reading. Excellent to see most of it presented from open house with limited editing. I look forward to seeing and hearing more information at the April 20th committee meeting (given the anticipated numbers, will it be moved from Engineering Traditions room to Council chambers?). Please don't dump a lot of last minute budgeting data just prior to the meeting. That would just beg for an adjournment.	4/16/2016 9:22
MartinCol	Interesting how the City of Calgary is OUTRAGED over having to pay the Carbon Tax, but has not problem with the citizens of Calgary paying the Carbon Tax themselves. It is either good equally for everyone or it is bad and should be abolished. Having the attitude that government should not pay is absurd, unfair and elitest.	4/15/2016 8:19
Bruce W.	I am concerned that city council has ,as I understand it, signed off on a project based on Class 4 and Class 5 estimates. Hopefully the enhanced estimates of capital cost to be presented on April 20th will not be too late to have them reconsider this project in terms of whether the cost benefit works,. Living in the SW, the SW BRT project seems of questionable benefit, particularly when the largest ridership estimates for increases appear to be from Mount Royal and Currie Barricks. I therefore struggle with the addition of two dedicated BRT lanes on 14th Street, While arguably a few of the Mount Royal students may come from further SW, I would expect them to come from all over the city so they are not SW BRT numbers. The large estimated growth of ridership from Currie Barricks again seems somewhat unrelated to ridership further South along 14th Street, again raising questions about why we have two dedicated BRT lanes being added to 14th Street, since I would expect a lot of the ridership would be between Currie Barricks and downtown. Expecting a lot of this traffic to engage with the Rockyview Hospital and Glenmore Landing seems somewhat	4/13/2016 18:31

	fanciful. This seems like a lot of money (even with old capital estimates) to spend on what I would characterize as somewhat questionable ridership numbers.	
Budget Watcher	Re: SW BRT. Further to my earlier comments posted here I now read that the Canadian Association of Petroleum Producers expects a 62% drop in capital spending by the oil and gas industry when comparing 2016 to 2014. Also many Canadians politically oppose construction of any new pipelines for oil and natural gas which would allow volumes to reach export markets or even eastern Canadian markets. The current road ahead does not look promising for oil and natural gas employment in downtown Calgary or Alberta Government Royalty income. Why don't we wait until employment numbers improve?	4/13/2016 5:19
Budget Watcher	This may seem off topic but it is important to remember that West Texas Oil is about \$37.50 per barrel and Alberta spot gas is about \$1.00/gj. These commodity prices allow very little if any profit for oil companies. On April 7, 2016 Premier Notley advised there is a near 90% drop in oil and gas revenue to the Alberta Government from the former \$10 billion dollar levels. I really don't think this particular infrastructure spending is necessary at this time and there is little evidence to suggest that commodity prices are going to get better. According to the Canadian Association of Petroleum Producers between 100,000 and 110,000 jobs have been lost. Fewer people are travelling to downtown Calgary each day for work.	4/10/2016 23:41
Lane Armstrong	Just curious but are these buses going to run up and down the BRT empty when not peak travel time ? What is the annual cost of more City people on the payroll? Can taxpayers continue to afford living here? Since Nenshi got in our taxes have gone up substantially !!	4/10/2016 17:17
Glenn Johnston	What is the estimated bus travel time using the dedicated bus lanes from the BRT stop on Southland drive at the Southland Leisure Centre to entering Glenmore Trail by Rockyview. What is the corresponding time for a bus travelling along this segment of route using existing infrastucture? What is the capital cost of developing the dedicated bus lanes along the above segment of the route including the underpass at 90th St?	4/9/2016 14:18
SWestener	take the 40M for the SW BRT and fix the Anderson / bow bottom deerfoot trail debacle, widen the bridge on Deerfoot and Glenmore, you know real projects not this civil service pie in the sky / dream world project. This is a classic example of bureaucrats having nothing better to do but dream up of these "we hope will work" projects. Is this really the time to be spending 40M (which will turned into 55/60 when done) on this kind of project. I'm loosing faith in this administration from the top down.	4/9/2016 7:18

Mark	This is significantly less money than an LRT. I have no concerns with this plan at all. Let's get it built and operating as soon as possible.	4/7/2016 20:15
Frustrated Taxpayer	I just received more propaganda about the BRT project in the mail today. This so called engagement process is a complete sham and City Council, particularly our Mayor should be ashamed. There are Stantec trucks on 14th Street as we speak, no doubt getting the process ready for construction. This tells me that this project is a done deal. I am still waiting for the business case for this project; have you looked at alternatives (HOV lanes); what are the real costs (not estimates from 2011); what is the projected ridership that justifies this project; where is the risk assessment...Project Management 101! Don't treat taxpayers like fools...station features, design look and feel questions on your pamphlet are just feel good fluff which most taxpayers don't care about. Stop wasting our money and focus on projects that are value add and not just "social engineering" feel good initiatives. No doubt, this Tax and Spend Mayor and majority of City Council will carry on with this farce of a project. A significant number of us so look forward to November 2017 when we will have an opportunity to support a fiscally responsible Mayor and Council.	4/7/2016 15:45
Woodlander	The Southwest BRT is grossly over-designed and overpriced. At a time of economic downturn, massive deficits, and 5 years of double-digit property tax increases, the last thing we need is to waste tax dollars on a "Cadillac" when a "Smart Car" can provide most of the benefits at a fraction of the cost. We don't need expensive, glorified "bus stations", when simple, inexpensive "bus stops" will do. We don't need expensive, disruptive, bus lanes, and an overpass on the west side of 14th Street when a simple, lower cost addition of bus lanes on each side of 14th would provide the same benefits. Needed service improvements could be achieved with far less cost by simply increasing the frequency and hours of service on existing bus routes and by adding a route to the Mount Royal area using existing infrastructure.	4/7/2016 9:03
Ali H.	Yes spend 10 billion instead of 40 million - Said no tax payer ever. - Said every Realtor n Land owner close to Ring Road	4/5/2016 14:04
Ali H.	As a tax paying resident of S.W, I would rather have the city build BRT than ring road. Thanks.	4/5/2016 14:02
Ali H.	You would rather have a 6billion dollar ring road for cars then reasonable transit. We want reasonable transit. A millennial	4/5/2016 13:55
Ali H.	shows you how much we love expensive roads for our cars but do not want a reasonable transit	4/5/2016 13:54
Ali H.	I am anxiously waiting for the BRT to connect through 14th street s.w. Please speed up the process.	4/5/2016 13:51
Infrastructure Needs	The fact that the 90th Ave underpass as well as locations of underground utilities were only identified in Jan '16 (5 years after approval and a mere months before construction begins) is proof that this project is ill conceived, will go significantly over budget and is being rammed through at any cost. City Council (many of whom are long gone) unanimously approved this project without	4/5/2016 13:12

	necessary and pertinent facts and figures. I hope that current Councillors who were not involved in the 2011 approval realize that if they don't stand up and demand debate they will be the ones held to account when this fiasco plays out. Time to go back to the drawing board and time for those responsible for the incomplete original plan to look for another job!	
Toasty	Perhaps the costs associated with the operation should be borne by increased taxes on those who benefit the most. I'm sure you would agree that those that will benefit the most will be those businesses that are located within TOD areas along the Transitways. Places like Currie Barracks and Glenmore Landing where restaurants and other shops are lobbying for this project.	4/4/2016 17:23
JCSixpac	Will you be posting a schedule/agenda for the April 20 Transportation meeting before April 20?	4/3/2016 9:54
Gary	you'll probably hate me for saying this but I wonder how many consultants and overpaid people have been hired to be on this project. I understand that construction can be expensive but all this designers, I wonder if it's really necessary. I do not have a degree in economics but this does sound like an awful lot of money just to construct bus shelters though I am in complete support of this project. How many expensive lunches in Calgary's finest restaurants were charged to the taxpayer over this? Like I said you'll probably hate me for asking the question because professionals don't like having their expenses questioned	4/2/2016 15:35
Ann	In this response, you say you are in preliminary design and budget will be updated at the April 20th T & T meeting. Yet, in another posting, Howard Kai of the City of Calgary, in a response to another citizen, talks of being in the detailed design phase. From your definitions above, each are at different points along the process. So which phase are we at	4/1/2016 17:50
Ann	Thankyou for the reply. I assume this update will be the preliminary budget which still could vary by -30 to +50% in the final analysis	4/1/2016 9:29
rob dickinsonAB	Hello CityofCalgary - it might just be me but that link in your post to the agenda section does not seem to be working... <a href="http://agendaminutes.calgary.ca/sirepub/meetresult...">http://agendaminutes.calgary.ca/sirepub/meetresult...</a>	3/31/2016 17:03
Toasty	where is the 45-50% allocated during council budget deliberations going to come from? If this is an additional service there needs to be funds allocated to operate. Building a white elephant that we can not afford to operate or maintain is not prudent civic planning. Before this project to build a transitway ever sees a shovel in the ground, funding to operate the BRT and funding for the maintenance of the transitway needs to be allocated.	3/31/2016 15:34

robdickinsonAB	<p>The Budget I am looking forward to the update of the budget to be presented to committee on April 20 . I suspect there will be an increase in the dollar value. This should come as no surprise as the early budget was based off a high level functional study and as pointed out, a lower standard of bus station. Citizen feedback consistently shows the importance of transit and the quality of the service, inclusive of frequency, bus station designs, separation from traffic and other items. I look forward to seeing more specifics in the update and will revisit this topic again when I see those details. The BRT projects and specifically in my area of the city, the SWBRT, are important additions to the transit system. I do find it interesting that a number of people seem very supportive of the \$5 billion dollar SW ring road and the millions of dollars in costs that the City will have as a result of the downstream impacts of the Provincial Ring Road. That said; these are two distinct projects that can complement each other. The ring road will give people travelling from the SW additional driving options, but transit service is not part of that plan. It also does not provide a direct connection to the hubs along the SWBRT route. The two systems, the SWBRT and the SWRR, will both benefit the southwest communities in Calgary for different reasons and will complement each other. Specific budget items: avenue: this is predicted to have a high cost attached to it. I am generally supportive of the tunnel at 90 th avenue as the more free-flowing the BRT is and the less disruption to existing vehicle traffic the better for all users, whether in one's own car or being chauffeured on a bus. I would be interested in seeing information showing the difference in traffic flow and patterns between an at grade crossing at 90 th avenue vs tunneling at this location. I have heard the suggestion that if a tunnel is not necessary then that money could be reinvested into pedestrian crossings along 14 th street at 90 th avenue and Heritage Drive. The bus stations need to be high quality, practical, welcoming, functional, safe and more. They should be built to last and easy to maintain. Items such as real time bus information may be a potential cost saving area. However, security features, lighting, wind and weather protection, adequate seating should not be sacrificed as they enhance the customer experience and will contribute to increased and consistent ridership along the route. While I tend to focus on the SWBRT, as that is the one in 'my backyard', all of these BRT routes are important to Calgary and improving transit connections. All deserve to have high quality construction and high levels of service. Given the importance of transit to residents, and the benefits that transit provides everyone, this budget is more than reasonable as a starting point and I will make additional comments after I have seen the budget update.</p>	3/31/2016 14:29
BlairCalgary	<p>Anyone who has working in projects knows that the level of risk regarding budgets drops significantly with the increase in project detail. I'm content with the current budget with the expectation that updates on the budget and design come concurrently. I'm surprised how easily most people accepted a \$5.5B ring road nearby that will serve fewer people per \$.</p>	3/31/2016 13:08

DW	<p>Actually, if the space for shoulder lanes on Glenmore were used to eliminate the bottleneck the whole system would work better and allow buses AND CARS to move. Expecting 2 solid lanes of traffic to efficiently merge into 1 on Glenmore is insane and is probably responsible for 90% of the existing problems. The bus-only lanes further north on Crowchild were needed for the same reason....an even worse bottleneck has been created over the Bow that backs up traffic for miles with every simple fender-bender. How 'green' is it to have hundreds of cars stuck idling next to an empty bus lane? Bus lanes don't fix these problems; they just allow buses to drive around the problem.</p>	3/31/2016 12:29
sh	a fine example of Nenshi's wasteful spending for little return.	3/31/2016 12:13
Glenn Johnston	<p>When was the cost estimate last updated using the current plans. What Class is the current estimate? Does the city have a performance measure by which it assesses and prioritizes the spending of citizens tax dollars on public transit. I'm thinking of something like \$ per rider km? Hopefully it does. Does the City have a stage gate process to assess the project for Stop/Go/Hold decisions along the way. Who would be accountable for such decisions? Hopefully our elected council The issue with the current project is that the \$'s seem too low and the ridership seems to high, particularly from the areas affected south of Glenmore Trail.</p>	3/30/2016 16:48
Sam	<p>I agree with previous comments about the accountability of these cost estimates. If these costs were identified in RouteAhead several years ago, have they been updated? If they have been updated, why is the City not provided the updated numbers? The projects in RouteAhead were not designed to a conceptual level to get even an order of magnitude cost estimate. Here are some common sense inconsistencies: - Both the North and South Crosstown Routes are almost the same length, but the north is 50M while the south is only 20 M - Why is the North Crosstown BRT going to cost \$50M (more than the SW BRT at \$40M) when the SW BRT proposes a separated transitway and North is going to be in-street? - If the conceptual design cost estimate was "based on having basic bus stops with limited features, similar to a standard bus shelter on a concrete pad", then how much more is it going to cost with the giant stations with wood canopies? Other concerns - operating cost can be a huge determining factor for these BRTs, way more than capital costs - Where is there any reference to the operating cost from these projects - where will funding come from? Will there be savings from cutbacks from other routes? Why is there no transparency on operating costs?</p>	3/30/2016 14:59
DD	<p>I am amazed at the number of people who say this project is a waste of money but then advocate for the SW ring road as a solution. The ring road is a multi-billion dollar investment to connect cars from SW Calgary to West Calgary. The BRT is expanding and upgrading existing infrastructure to improve transit service to the major SW hubs at 1 to 5% the cost.</p>	3/30/2016 14:17



Barb	I would like to see a specified budget for the "fly-over" lane required to have the buses merge onto Glenmore from 14th Street. Also, will that close the u-turn route that now exists for 14th Street?	3/29/2016 21:59
SB	The statement at the top of this page made me laugh. Meaningful dialogue. Informed decisions. Nenshi's behaviour has been shameful and does not align with this statement. I feel he likes this type of platform for communication because it silences people and leaves people in an uninformed state. It's time for city hall to put their agenda to the side and listen to the people that live here and come to the table with a better thought out solution to public transit for the SW. I suspect that the 14th street BRT will be closer to \$100M with all the changes and things that area proposed with it. The estimate being at the Class 4 - 5 level leaves a lot of room for the cost to actually be ratcheted up. It's an expensive project and the city is not listening to the people that it will affect.	3/29/2016 16:15
Oakridge Resident	I would like this whole BRT problem updated with the costs and facts reflecting 2016 not 2009. I would find it hard to believe that this BRT issue is going to cost less in 2016. I, as a tax payer totally object to my hard earned tax dollars being wasted on this not needed and not thought out BRT. I do not understand how the city can just plow ahead with no thought as to the residents. Build the ring road FIRST!!!!	3/29/2016 15:36
Glitch	Please note that budget comments are not coming up on all mobile devices, TOD comments come up on mobile devices for both budget and TOD. That may be why there are only 21 comments in this section. Since this is out only way to engage, at least the site need to work properly. As well, as a general comment some people are having trouble wading through the info and set up of your site to even know where they can comment. This is likely more so for the less tech savvy demographic which is going to be underrepresented by this form of engagement.	3/29/2016 12:39
Robyn in Woodbine	I recall from the Citizen Satisfaction Survey that investment in transit remains a high priority for citizens. I often read comments online about people wanting better transit options. I feel that this investment in the SW BRT is taking a huge step towards improving transit options in the SW. As a property owner and tax payer, I am fully supportive of my tax dollars going towards this initiative, not only for my own benefit, but for the general benefit of this city that I call home. It takes money to improve the world around us, and having quality transit options is very important to me. Thank you for seeing this project through to completion!	3/28/2016 13:07
Lea	I have NO faith that the City will be able to stick to a \$40 million dollar budget for the SW BRT. Add PARKING at strategic locations, like Currie Barracks, and increase your ridership to help reduce this huge tax burden!	3/28/2016 12:59
JN	The Southwest portion is a complete waste of taxpayer \$. Buses on 14 St SW going anywhere are usually half empty. A tunnel under 90th is unnecessary & overly expensive - it will also flood. Finish the ring road & the volume on 14th Street SW, Glenmore, Crowchild will substantially decrease. Problem - solved!	3/27/2016 16:23

L&W	Speaking of water issues - how are they planning on dealing with rain water and flooding issues that currently exist at the exit from 14 street onto 90. The proposed tunnel will always be flooded during severe hail storms.	3/26/2016 13:18
Henry H	I am glad to see that the recurring theme is to hold the City responsible for proper and up to date cost estimates and also projected revenues. This is a discipline that has been sorely lacking and is disrespectful to the taxpayers who fund these projects. There appears to be recurring cost overruns on most City Projects without consequences... I do not believe that it is appropriate to ask the people who fund these projects to make a decision without the most important facts..	3/25/2016 16:18
LeMoN	This is a GREAT initiative! Thanks City of Calgary for continuing to improve access to transit that is so desperately needed.	3/25/2016 15:15
J	Disregard note immediately below, I see the mention of the Southwest BRT – Class 4 – Conceptual Design - \$40M, with an expected accuracy range is -40% to +75% (24-70 million). I still hope alternatives are being looked at to bring this in on the lower end of that range!	3/25/2016 13:10
Owl	It seems unlikely that BRT for the city can be built for \$208 million based on the city's methodology of cost estimation. I believe the number will be at least \$500 million and that SW BRT will come in at \$80 million or much more. During a time of economic downturn and economic uncertainty it seems illogical and foolhardy to be spending this kind of money for ridership that doesn't exist in the numbers needed to sustain the system. The true costs and benefits for BRT have not been clearly outlined or computed based on generally accepted accounting principles. Construction costs can be computed with some accuracy. But the \$ value of intangible costs such as social costs (increased crime, density) environmental costs (noise, pollution, loss of parkland) are more difficult to determine. The \$ value of benefits are also problematical e.g. - removal of cars, more effective and efficient mass transport. But this cost-benefit analysis must be done by experts in the field before projects like BRT and TOD go forward. I see little evidence of this in the city's approach.	3/25/2016 13:10
J	On a closer look, I see information initially posted on this page about the stage of design that each project was in, has now been removed. It had stated that the SW BRT was at a Class 4 Conceptual Design phase with a accuracy range of -40% - + 75%. Now the design classes are still broken down, but there is only a generic statement about all projects being in a "design" phase. For transparency it might help to put this content back up. Could you please clarify which stage the SW BRT is in?	3/25/2016 8:46
J	I am kind of surprised about the 40 million, based on a 2010 study, with a range of up to +75%, at this point, when I thought the project was going to tender and start construction in Q3? Even 40 million seems like a very high number, but it sounds like so many additional things have been added in that it will go much higher. If this current design and plan is a great value for Calgarians, why	3/25/2016 0:09

	wasn't a budget from the recent Stantec study released? When it is not released people start to wonder why it wouldn't be? If this can't be reigned in for very close to the original budget, I hope you will go back and rethink the design. Bus lanes on either side of the street could be put in much more economically, for one eliminating the need for a bus only tunnel at 90th.	
This is a waste of money. Should push ring road instead.	This is a waste of money. Should push ring road instead.	3/24/2016 21:47
Mcl	The mayor's claim that this project can still be done for \$45 million is nonsense! The bus under crossing of 90th Ave. alone will be in excess of \$40 million. The City has no plan, much less handle on costs, for dealing with the multitude of utilities along 14th or where they plan to tunnel under 90th Ave. How do they propose to adjust water mains, storm and waste water lines? The Stantec report suggests holding facilities will be required to handle the additional run off along 14th. The cost of concrete (36 stations) has tripled since the flood. These are BIG ticket items and for the Mayor to publicly state that the cost estimate has not changed since an extremely high level guess in 2010 is insulting.	3/24/2016 11:22
barb	How will the two lane access to the causeway from 14th be addressed? Does that need to be widened and if so is that also part of the \$40m budget	3/24/2016 9:30
BIS	I would seem reasonable that the conceptual design estimate be updated to reflect final design adjustments prior to a final decision to proceed. The city appears resistance to the cost conversation which makes the opponents case look stronger than it probably is.	3/24/2016 8:58
Toasty	where will funding for the operating budget come from? Where will there be cuts in other programs to divert funds for the operating budget? Will there be added taxes to support the operating budget?	3/24/2016 7:50
GW	According to the first page of this Engage Page, in 2011 Council Approved the Calgary South West BRT Functional Planning Study with construction to start in 2016. What is not shown is the timeline for Council Approval. The level of accuracy of the estimate is -30% to +75%, that is, there could be a cost of \$75 million. Will Council have a Preliminary Design estimate before they make a decision with an upset limit at the detailed design stage? Why has there not been a trail run along this route using existing infrastructure to age interest before considering moving to the design stage? IS the decision process similar to West LRT when the Province had some money and an old plan was resurrected and started before the Province changed their mind? Please show comparison between initial estimate before decision on West LRT and final cost. Do you promise to not repeat this in the South West BRT?	3/23/2016 20:59
Brenda	The range of accuracy in the budget is huge. I do not believe that the city has a grasp of the actual cost of this project.	3/23/2016 19:41
Mark Kruse, PEng	Considering that the City can spend \$25M on a pedestrian overpass: - I do not believe 36 BRT stations can be built for \$40M - I do not believe a 6-lane underpass at 90 Ave & 14 St can be built	3/23/2016 17:40

	for \$40M - I do not believe new pedestrian overpasses can be built within the \$40M The overall project should be re-costed, and then go BACK to council for a proper value/benefits based evaluation using the new (much larger) cost estimates.	
Ann	Why was there not an updated budget available for the second functional study done by Stantech? How can we have a reliable update on the budget April 20 when project timeline states detailed design completion and final design/pre-tender is not due until July (3rd Q)? Preliminary design budget is still -30 to +50%.	3/23/2016 17:32
Piper	SWBRT budget as I understand based on conceptual design is \$40M. When will the design be finalized and the budget firmed up? It is normal to include a construction contingency typically in the order of +/- 10%. Will the city strive to bring the project in under budget? What will be the accountabilities should the construction be over budget? In other words how will taxpayers be protect in the event of cost overruns	3/23/2016 16:47

## Anything Else You'd Like us to Consider?

Screen name	Submission	Submitted
Urban Biodiversity	Dear City fo Calgary, respectfully please improve transperancy and public engagement at the community level . Thank you	5/20/2016 11:59
AI	Waiting for response.	5/19/2016 23:00
J	<p>I was interested if you could share the information on the modelling from the technical experts mentioned below? A number of people here have submitted thoughtful notes on designing the SWBRT on 14th St with lanes on either side of the road. This could still be in dedicated transit lanes where possible and with signal priority at intersections. It seems this would be much simpler and cost effective. Savings could be put into things the communities are asking for like more pedestrian overpasses along key parts of 14th, and multi user pathways. Matching transit service with major activity sites along the route was one reason given for not doing this. To see how this would work, with a map of the proposed station locations in hand, I gave this a try from the sites to their closest stations. I found from the JCC or west part of Glenmore landing was about 500m, from Heritage Park was about 600m, the Rockyview Hospital was about 300m and CareWest was about 700m. I should add the walk up to the Hospital and CareWest has a long, steep hill that would be challenging those with health and mobility challenges. My take aways from this were that the stops are a significant walk from activity centres, and would best suit those with good mobility and motivation. I can't see the small additional distance to cross the roadway a make or break factor in deciding to take the bus or not. The other reason given for not doing this was the congestion at intersections. With the current proposed design I envision significant issues with traffic flow and congestion at the two intersections with the most volume on 14th St SW, Heritage and the 75th Ave Hospital entrance . By the last City statistics I could find, they handle daily 75 000 and 85 000 vehicle trips daily, respectively. Reports from the 2010 planning recommended more advanced modelling of these intersections. As of Oct 2015 I was told this had not been done, but would be. Could you let us know where we can view the more advanced modelling? CityofCalgary   Posted on Apr 19, 2016 Thanks for your comments, J. We're looking into your question about modeling with the technical experts - we'll get back to you soon!</p>	5/19/2016 13:08
J	<p>A sponsored post that popped up on Facebook, seemed to indicate this portal would only be going until May 20th, not sure if that is correct? If that is accurate can you let people know how questions will be answered going forward? I know there were a couple of questions posed that I was waiting to hear more on, so thought I'd check if you had more details in case this is portal is being shut down. Do you have the additional information mentioned coming regarding the Rockyview Hospital station? CityofCalgary   Posted on Apr 19, 2016 Hi J - sorry we missed your comment earlier! You're right - 18 buses per hour in one direction, 36 in both directions. We are still working</p>	5/19/2016 13:01

	with Rockyview Hospital and Alberta Health Services to determine the location of the station at the hospital. If the station is right on 14 St, as seen in the functional study drawings, the bus would likely not go up to the hospital itself. If another station location is selected, that would change the bus routing at the hospital. Stay tuned for more info about that station!	
Headlines Today	Brakes Put on Transit, this is the headlines in the Sun today. "Significant DECREASE in adult ridership so far this year". Busses have been cut and or scaled back on several routes. This should be a clue that this massive expensive waste of taxpayer money should of course NEVER be built. The reason we don't see or hear from Pincott or Nenshi is because when all of us are against this stupid project, these 2 are all for it. Just remember this when it comes to elections. I wave at all the empty buses on my way to work each day out of Oakridge thinking what a huge waste. Please stop with this project as no one wants it or needs it.	5/17/2016 6:54
Urban Biodiversity	I'm not sure that it is fair or accurate for the City to give the overall impression that Eagle Ridge residents do not use public transit. I know of an elderly person who resided in Eagle Ridge and used public transit to be able to do volunteer work for others. I shall contact them although I don't beleive they have a commuter.	5/16/2016 19:48
Urban Biodiversity	Thank you for your response City of Calgary. Although I have reviewed your response I believe the many and varied participants at the April 20, 2016 Transit Meeting at City Hall leaves the distinct impression that the 17th Ave SE BRT has undergone a far greater public engagement process in reality. Also I again respectfully ask that The City supplies a map of the City lands to be sold to Rio Can Real Estate Developers at the Glenmore Landing Shopping Center. Thank you kindly.	5/16/2016 19:20
Provost	Dear City - just returned from Kelowna where a curb HOV lane works very well. As proposed earlier - HOV in curb lane, no barriers (helps snow removal and traffic can flow in/out of that lane). Use google maps aerial view to view Harvey Ave (Hwy97). This is a majour Hwy that works. Thanks - P	5/16/2016 16:43
J. Hirasawa	I am disappointed with the lack of response from both Pincott and Nenshi's offices. I would like to see a cost-benefit analysis for the SW, where many residents have opposed this project. Nobody has been able to provide this to me. I'm shocked -- in any responsible business, a feasibility analysis is necessary before a project can go ahead. This analysis needs to show the actual cost based on the SW population and the incremental ridership (ie: benefit) that will occur as a result of the project, based on some hard and meaningful data. I have two business degrees and have even volunteered my time to do this. The simple fact is -- doing a high level back of the envelope analysis shows that this project does not make any sense in the SW from a cost perspective. I'm supportive of public transit and improving traffic flows by reducing the number of cars on our streets...don't get me wrong. But I am only supportive of this when the COSTS are justified by the BENEFITS. And nobody has yet been able to point me to any	5/16/2016 15:19

	analysis that has been done to show this. As such, I am not supportive of wasting taxpayer \$\$\$.	
Mrs. Darsi	I take transit daily. I live in Oakridge and take various buses (there are many to choose from depending on the time I want to go somewhere) to the c-train stations (both Heritage and Southland) and work in the downtown core. I don't understand why the BRT is necessary. The bus routes I take between home and the c-train stations go to the same places as the BRT is supposed to go to in Southwest Calgary and are always at least half empty (and switch over to the short buses in low periods because there are very few people using them). I have never had to worry about getting a seat on any of these buses and the schedules for them are great and varied. With the new expanded c-trains, the volumes on them are great as well and the only time I ever have an issue getting on one of them is if there has been a service delay and, even then, there is always one just 5 minutes away to hop on. Why is this necessary? I do not understand how there is any need for this. I encourage politicians to simply hop on the c-train and the bus routes that travel this area and see for themselves how easy transit is already in this section of the city.	5/15/2016 18:31
Sandra	I live in Oakridge and I will not use the BRT. The stations are a 30 minute walk away. If I did take transit, I would take it to the LRT not to another bus that could get caught in Glenmore causeway traffic. My kids take transit daily (to MRU area and downtown) and they feel the existing routes work great. I'm not clear on who this is being built for. It seems like another Brian Pincott anti-car pet project. Expanding 14th has been discussed for years. Unfortunately with this plan, it will only be useful to half empty CT buses. Why not HOV lanes that could be used by CT as well as school buses, handi-buses and people car pooling	5/14/2016 20:12
Ayapapaya	Please implement zoning so that transit fares are higher for longer distance trips. I don't think it's fair that someone who rides the bus from McKenzie town pays the same fare as someone who lives in inner city when trying to get to downtown. It encourages urban sprawl, which is a serious problem for Calgary that adds to the infrastructure costs in the long run.	5/13/2016 22:36
Al	How will you mitigate the noise and dust during construction for the homes on the east (Haysboro) side of 14th St?	5/13/2016 21:59
RGHwalker	I posted a question March 28; no response. Re-posted April 18; same. Re-posted May 7. Nuthin. This forum has been nothing but a waste of my time.	5/13/2016 17:57
Concerned Taxpayer	CityOfCalgary, Doubtful is saying that the City administration has misrepresented the input from this portal. Any reasonable person reading these messages would see that most people are very much against this project. Will City administration be making an updated report saying that the vast majority of people responding are against this project?	5/10/2016 11:51

Doubtful	Dear Urban Biodiversity, I think we know the answer to your questions is "Yes to all of the above!" City administration reported to the Transportation Committee on April 20 that the results of the 'online consultation' on the Engage Portal have been 'balanced with more in favour of the project than against'. So you think you're going to get honest answers to your questions?	5/9/2016 12:42
Concerned Taxpayer	I have a suggestion the would cost zero dollars to implement and would give us far more accountable information. How about instead of CityOfCalgary answering these questions (thankless job I might add) that each City Councillor and the Mayor take alternating days manning this blog and answering questions? While CityofCalgary is doing an admirable job in trying to answer questions, he/she is not a decision maker and has no influence on this project. If the Mayor or our Councillors had to answer these questions they would surely have to listen to people and educate themselves on this project. Clearly, with the vast majority of feedback being negative surely they would kill this project. How about it CityOfCalgary? Will you ask Diane and Brian to take a day to answer some of these questions?	5/9/2016 11:38
Concerned Taxpayer	This is a great post by AFH. I highly recommend you all read it.	5/8/2016 14:00
RGHwalker	And....crickets. 3 posts, no answer to my question. And to check for a response I have to scroll through pages of questions/comments to find this thread, to see if anyone ever responded. Nope. I give up.	5/7/2016 22:00
Put out the Fire	Here's an idea, if we have all this taxpayer money to throw away on this not needed and ridiculous brt project, and don't get me started on the Next Project either, instead let's put it to something useful like helping out the poor folks in Fort McMurray???? My heart is breaking for all of them.	5/5/2016 15:09
Concerned Taxpayer	Urban biodiversity, An excellent suggestion of a MUCH better use of taxpayer's money. I with several people here. I had no idea that this plan was in the works until I saw lawn signs of several people's property here in Woodbine/Woodlands. I did see that the City of Calgary responder here did say that they made some efforts to communicate this plan years ago. I will take them at there word but if I saw a sign on 14th that said: "We are planning to spend at least \$45M of your money to reduce your access to this road" I think I would have responded before now. In fact, I don't recall any signage on 14th saying that there was any kind on plan for change. This project has to be stopped, I agree with so many other people here that at the very least we should wait for the ring road to be completed. By the way, does the City know that 10's of thousands of people have been let go from their downtown office jobs?	5/4/2016 18:35
Concerned Taxpayer	W, The more I read about this project the more I can see that it is a white elephant with little support in the SW communities. You ask really great questions - especially the business case question. Anyone who lives in the SW communities know that this is zero need for this project. It certainly shouldn't take priority over other far more worthy projects. It would be far more cost effective - if there was a need - to put on more direct bus service routes to say the MRU during	5/4/2016 18:18



	core school hours. This is a huge expense that will cause a significant increase in taxes with no benefit to the community at large.	
Concerned Taxpayer	Seriously, 55 minutes? We are going to spend \$65M and counting to develop a service that will take 55 minutes for a 10 minute trip by car. Who will use that service when it takes so long? Also, wouldn't it be more cost effective to put on a more direct bus service for core school hours from Woodbine using existing infrastructure?	5/4/2016 18:02
Concerned Taxpayer	I do not understand the need for the BRT in the south west. The cost is astronomical and without any real need. The 56 bus to the LRT works very well. In off peak times Calgary transit even switches to smaller buses and less frequent service. Why do we need a \$65M BRT when there isn't enough ridership to support the existing transit system. Given the downturn in the economy there are even less people going downtown from the SW. I am also concerned with the narrowing of 14h St when this route already suffers from traffic congestion. There is just no need for this service period - especially at the cost of providing it.	5/4/2016 16:48
17th Ave Timeline	What is the timeline looking like for the 17 Ave SE transitway? On the main page for the project, there is a project timeline saying construction could begin May 2016. There's also another document that is linked on that page where it says July 2016.	5/2/2016 22:05
Sally	My original comment was posted under the username 'SS' and was posted roughly April 2nd. To clarify my first question, no, I am not referring to signal priority for transit vehicles, signalized turning or construction, I am wondering what the plan is with the existing turning lanes/yield/merge lanes on 14th Street (specifically, the free flowing dedicated turning lane which moves traffic from 14th Street southbound onto 90th Avenue westbound, the dedicated turning lanes on 14th Street southbound for traffic onto Heritage Drive eastbound, the dedicated turning lane which moves traffic from 14th Street northbound into the Rockyview General Hospital, and the free flowing yield/merge which moves traffic from 14th Street northbound onto Heritage Drive eastbound) will these remain or will they be removed? If removed, what plan is there to keep traffic flowing through and off of 14th Street at these 3 intersections? Thank you for your response to my 2nd question. I would have thought the BRT would have been a good alternative for people wanting to get downtown, but, for me anyway, the side trip into MRU, adding time, does not accomplish what I would have hoped a BRT would have.	5/2/2016 13:04
24th street biking?	How about recreational bike lanes along 24th street from Bebo Grove to South Glenmore park? It would directly connect more people in these communities to the recreational areas and take pressure off the parking in them. The side streets are slower and easily feed into 24th street. 24th street is more challenging to bike on, especially for families. I've heard that 24th street is so wide because it was an alternative for the ring road. There's more than enough space to put this through, and it could also help both cyclists and drivers better	5/1/2016 6:28

	understand driver / cycling interaction. I've noticed a lot of cyclists biking on the sidewalks of 24th street.	
urban biodiversity	Dear City of Calgary Engage.Calgary, Ca/brt , may I respectfully ask the reason why my last entry was deleted as all the information came from either the lengthy City Hall Transit Committee meeting on April 20, 2016 or from other current entries on this engage site ? Thank you kindly.	4/29/2016 18:03
urban biodiversity	In view of the fact that most citizens in SW Calgary where honestly unaware of the proposed SW BRT until late in 2015 and communications from Councillor Pincott and City Open Houses advised the public that the SW BRT was a done deal and the only public input being sought was with regard to (design) details and His Worship Mayor Nenshi cancelled remaining Open Houses in favour of a "more controllable" on line engagement process then it would appear that the City is not sincerely interested in providing public engagement to impacted SW communities along the proposed SW BRT route. This is also demonstrated when the extensive , lengthy and detailed public engagement for the SE 17 th Ave. BRT is compared to the limited and surficial public engagement process for the SW BRT. It raises the question as to why the City is conducting the SW BRT process this way. Through the SW BRT project does the City intend to :1) increase population density in the existing SW communities without firstly conducting a full engagement process with the public? 2) facilitate directly or indirectly commercial and residential developments and redevelopments in the existing SW communities and community green spaces without firstly conducting a full engagement process with the public? 3)conduct or transform land use planning and policy to facilitate transit oriented development (TOD) or redevelopments in existing SW communities and to therefore build SW BRT ridership population through increased population density in exsiting SW communities without firstly conducting a full engagement process with the public? 4) build permanent transitway stations and transit roadways for the City to attract developers to build high density developments or redevelopments in existing SW communities without firstly conducting a full engagement process with the public? 5) to route the SW BRT through Glenmore Landing, Rockyview General Hospital, Mount Royal University, Currie and downtown to rationalize increasing population density through TOD of existing SW communities without firstly conducting a full engagement process with public? 6) to conduct private discussions with developers with interest in the SW communities to meet the ends outlined above without advising the public in general of the outcome of those discussions? I respectfully submit these questions to the City of Calgary Members of Council, the appropriate City Transit Committee and the City of Calgary Administration. Thank you for your attention to these questions and I look forward to your responses which will have a major influence on	4/29/2016 16:25

	the future of the SW communities located near the proposed SW BRT. Thank you.	
urban biodiversity	How does the City measure the overall increase or decrease in effectiveness, efficiency and economy for ALL STAKEHOLDERS with the implementation of the SW BRT? Does the City really believe that Calgarians will abandon their cars in mass to become SW BRT riders? How does the City measure the increase in effectiveness, efficiency and economy of the SW BRT compared to simply increasing the frequency of existing buses and adding needed bus stops? How many trip minutes will actually be saved...5 , 10, 15 minutes? How many more riders will use the SW BRT? How do you know?	4/29/2016 10:37
mike saunders	What is going on with our administration? We don't have the capacity to have dedicated bus lanes. We would have to actually expand the width of existing streets ie: 10 St N. W. 14 st S.Ww	4/28/2016 9:43
Sally	I asked 2 questions in a comment posted a couple of weeks ago only to come back and find that it seemingly was deleted with no response. Frustrated with the process, I walked away, but realized that to get an answer, I'd have to ask (again and again) if necessary. My questions: firstly, what is the plan with the dedicated turning lanes on and off of 14th street (ie. northbound exit eastbound onto Heritage, southbound exit westbound onto 90th, northbound exit westbound into Rockyview Hospital) and secondly, why (as a BRT) is the bus planned to heave into the MRU area and not directly down Crowchild towards downtown?	4/25/2016 15:29
The big picture	I love the effort the city is making to continue to interact with it's residents. I agree fully with the dedicated bus route lanes on 14th and feel the current design should be incorporated to also in the future consider joining bus routes in the further southwest around the west side of Fish Creek Park. It would be nice to see more technical information for the proposed locations of stops, pedestrian overpass design options, design of sound mitigation methods and intersections. (Possibly similar to the way options have been proposed for bus stop designs and shelter security/features.) I also feel that not including some parking design at the major stop area's is unrealistic (bicycle parking is wonderful but winter makes drivers of most of us!) What impact will this have on existing bus routes that cross this path?	4/25/2016 9:35
Woodbine Resident 2	As a low-middle income person living in Woodbine as well I actually highly hope that this project will still include our community. I look forward to my children being able to access Mount Royal and downtown safely, efficiently and effectively. A dedicated lane make the most sense considering the current levels of extreme congestion that are an issue during rush hour (which will only increase as the SW continues to be developed). Half the reason I don't personally take transit currently is due to the number of transfers required to get to my place of employment.	4/25/2016 9:20

Thinkerbell	<p>SW BRT seems a bit arrogant right now if there is any emergency to evacuate every resident in each community are trapped. Every road way is a bottleneck &amp; any little space there is city hall have to make sure &amp; force additional infrastructure in, to the tilt. How can anyone in their right mind consider burdening 14th, 24th, Anderson etc. any further? Do they know if it snows too hard traffic is stuck for 1-2 hrs on Southland &amp; 14th? So how do one squeeze more bus lane etc. in? When have any motorist seen 6-12 people at any stop at any given time waiting for a bus from all these proposed communities? If there are issues just add more buses in of 30 mins wait 10 etc. Just like these bike lines 2 people riding a bike at the cost of \$ms? All roadways are screwed up emergency vehicles should have dedicated lanes so they can get through but counsel thinks BRT. Any gap in roadways that seems to flow in anyway they have to block up. You would think a sensible transportation in Calgary's industrial areas, instead of still talk about buses to downtown, there should be LRT access going through every industrial spots in the city. Even if trolleys were used to meet up on the LRT. Every stone throw is a stop light &amp; Deerfoot is useless as a highway. Is this a city or shanty town? If the \$40m burning Nenshi's fingers why not build a mental hospital? An actual facility that employs long term workers psychologists, analysts, clerical, janitorial etc? Instead of all these outhouses? Or spend the money on LRT to Cochrane, Airdrie, Okotoks, Edmonton etc. do commerce with the rest of the country instead of barricading the citizens inside each community of Calgary.</p>	4/23/2016 15:53
Hard to Justify	<p>Why are you at the city not putting in additional HOV lanes on 14th St to solve this transit issue? Have any of the people proposing or supporting dedicated bus lanes with concrete barriers and the side boulevards removed ever driven down 14th in the winter after a heavy snow fall, or even in the summer with a stalled car or emergency vehicle trying to get through. This costly dedicated bus lane part of the plan seems hard to justify in terms of it's ever increasing costs, and the problems it will create for the rest of the traffic on 14th, and in and out of local communities. Rethink this please.</p>	4/21/2016 18:19
urban biodiversity	<p>Dear Fellow Readers ...I respectfully recommend that you read the revealing posting of "AFH" on March 28, 2016 under the area heading of Transit Oriented Development ( TOD). And the replies to AFH. This may be the real reason behind the "rush" to build the SW BRT. Thank you.</p>	4/21/2016 9:31
Algoma	<p>It appears the decision to build this line has already been made without without input from the community. I would like to see this route scrapped from 14 Th Street on out. The emphasis should be on LRT. This money would be better spent by using it the convert an additional avenue to LRT downtown. This would allow nearly doubling the LRT capacity. I use to take the feeder bus to Anderson before the line was extended. The trains use to nearly fill up at the this stop leaving little room for others down the line. After the expansion of the line, I had to waite for several trains before I could squeeze my way on. I ended up car pooling for 3 years before trying the train again. By this time ridership on the feeder bus and at Anderson station had decrease so much that I could get on the train. Extending LRT lines is</p>	4/21/2016 9:22

	poor use of tax dollars unless train traffic can be dramatically increased. I submit that residents from 14th Street south should determine if this line should be built instead of city officials	
Woodbine resident	The SW Bus should start in Evergreen, by pass Woodbine, travel on 37th, left turn at 24th and pick up riders along that bus route. The majority of riders will have to travel from Evergreen to Woodbine, so start the bus in Evergreen. The bus can continue to 90th and turn onto 14th. This makes so much sense in terms of riders wanting the bus to pass through neighbourhoods. You do not have to dedicate a lane on 14th to the bus, as it is turning into the hospital anyway. Your plans and information may not be current with the ridership from Evergreen. thanks	4/21/2016 8:37
urban biodiversity	At this point I do not know when this <a href="http://engage.calgary.ca/brt">engage.calgary.ca/brt</a> website is going to be closed for submissions. I am concerned that this whole process is less about Bus Rapid Transit and more about future Transit Oriented Development(TOD) in the areas and communities that these Bus Rapid Transit vehicles will serve. In the interests of democracy and transparency for the citizens and voters in each community and all future developments in each community I respectfully request that all terms and conditions of Transit Oriented Development (TOD) in each community is firstly subject to a democratic vote on the TOD by all the citizens and voters in that community in Calgary. Thank you.	4/20/2016 20:47
Provost	Hello City of Calgary (CofC) - First, thank you for this forum. Very easy to use providing a good place for comments. Second - some observations on your response to Mark. - take another look at HOV. Rather than considering them bad, consider them as SUL (Special Use Lanes). - "attractive transit"?, - an HOV/SUL lane provides good reliability, that is why they are used, - Cars would have to stop behind buses but still be faster than regular lanes, with or without BRT, - do not need 'special' pull-out spaces as the bus should be stop and go. A SUL/HOV would have primarily buses, then HOV cars, then service vehicles (police, fire, tow). Cars in an HOV would go faster than the other lanes. If not, they would migrate to the regular lanes. Keep thinking open to the HOV. Thx	4/20/2016 18:51
Mark	Will there be any more open houses to replace the cancelled Haysboro open house. I would like to see the maps on how traffic will flow at Heritage Park and Rockyview Hospital and merging onto 14St to Glenmore flyover	4/20/2016 15:07
CK	Hi there, It's interesting to me that there is no planned stop at Southland and 14th Street - I would have thought this would be a stop location by default! Thanks.	4/20/2016 9:50
From Braeside	I agree. south of Glenmore ridership is ify. I wouldn't take it, not with the LRT a couple block away. Not to mention the already existing 3 and 300 running up Elbow.... Routing this into Lakeview is definitely a more sensible option and will get the most ridership per dollar spent.	4/20/2016 9:04
From Braeside	Lakeviewer, I think this BRT route should run into your community and stop there. No reason to go across the reservoir and down 14 Street. Very few will choose BRT over the 2 block away LRT. This	4/20/2016 8:51

	project would be much better utilized serving your community than the current plan.	
Pump Hill Concern	I believe that the city needs to look at this project with today's eyes and information. All of this data is based on information from ten years ago. The city needs to take into consideration the ring road and also the extra cars in the C-train before they waste a bunch of taxpayers' dollars on the BRT project. If they even look at the bus lines in general they will see that ridership is down. Anytime I see a bus go through our neighborhood it is not even close to capacity, they are more on the empty side of full. The affect that this BRT will have on our communities is 10 fold to the benefit. The city is talking about us requiring parking permits in our communities so as not to have them full of riders parking here to get on transit. We choose not to live in the core for this particular reason!!!! An HOV lane would be much more beneficial to the SW end of the city. The congestion that this will cause in the building time is so excessive it would be a nightmare. Also what about the gas pipeline and the water line that the city is conveniently leaving out of any comments??? Concentration on the ring road that Calgarians have been waiting years for would be a far better use of time and city/provincial funds.	4/20/2016 7:22
Allison B	These plans are extreme and not required. The bus system in Braeside, Cedarbrae, Oakridge, Woodbine, et al are and have been completely fine - they work. The transit system - number of busses, times they come, etc. are great and the busses for all of those areas take you directly to a c-train station that is in close proximity. There, you can transfer to another bus or to the LRT to get you where you want to go. There is no need for a BRT. AND, there is no need to cause any more grief in our area with the construction around this project. Before the 37 Street situation was planned and completed, our areas were extremely impacted with cars cutting through our areas to get to 14th. At times, it could take an hour or more to get from 24th Street to 14 Street. But, when the project was completed, the traffic began to get manageable again. If you begin another project in our area that a lot of us see is not necessary; it is going to cause that traffic grief on us again! Please, please, please - the SW needs the ring road completed and a transit program for that ring road to be designed. It would be great to be able to get from our area to COP using that ring road and new transit when that is completed. We do not need a current transit system that is working, altered in any way. It is outrageous. It is expensive. And it is not necessary. And, you are going to take away green space! For the most part, traffic moves fine on 14th. Dedicated bus lanes are not needed. Do not make this transit project a daily burden to those that live in these areas. Please, just concentrate on the ring road! We have been waiting for that for years and years.	4/19/2016 10:50
Cut Taxes	These plans are excessive in their cost and punitive not only to taxpayers but also punitive to drivers. The City would be much better if traffic were to run smoothly and efficiently rather than trying to frustrate people into public transit. HOV lanes make a lot more sense. Stop the indiscriminate use of tax dollars and get traffic moving.	4/19/2016 8:18

BottleneckFan	CityofCalgary - the biggest problem with 14th street is where 2 solid lanes of traffic are forced to merge into 1 on Glenmore and that is not being addressed? Apparently there is room for a bus-only lane on Glenmore so wouldn't it be more intelligent to get rid of the forced merge so ALL the traffic flows better?	4/18/2016 17:37
DW	Unfortunately there is absolutely no reason to think that this will ease congestion on 14th street and the congestion will most likely be substantially worse during the 4 years of construction.	4/18/2016 17:23
Provost	It is Apr 18 and having heard much about the BRT on 14th, I went in search of info and found the 'open house boards'. The design looks excessive to what I thought was being talked about. I envisioned HOV lanes on the curb side. Busses could stop at 'bus stops', not causing much delay, as these lanes would have limited use being HOV or dedicated bus/service lanes. No 'fancy' bus stations. Make four lanes on 14th with no medians or barriers. Medians make problems for snow removal, access during a breakdown or emergency and prevent traffic going in those lanes in event of majour problem in the 'regular lanes'. Make four lanes each way - no barriers, simple, clean design, adaptable to many situations. Thanks...	4/18/2016 16:52
RGHwalker	I am still waiting for an answer from City of Calgary. This forum isn't very effective. :(	4/18/2016 15:20
Southwest Dweller	I am commenting about the SW BRT and its impact on 14th Street SW and surrounding communities. While I favour public transit I believe initiatives like the SW BRT must be well planned and encompass the concerns of all affected stakeholders. I have read enough of the posts on this website and it is VERY apparent little support exists for this project. Concerns cited include, lack of parking, poor and limited access for the ridership, large bus stops and shelter structures, noise, vandalism, parking in adjacent residential areas, the 90 th Avenue underpass, construction over a high pressure gas pipeline, loss of green space, cost and need, etc. It is my understanding that transit buses will operate every ten minutes along the BRT. Being generous and assuming the operation of an articulated bus with two hundred riders would mean moving 1,200 riders per hour in one direction for 2 to 4 peak hours per day along the BRT. Further, while I understand the intention of the BRT is to connect southwest communities to Heritage Park, the Rocky View Hospital and Mount Royal University and points beyond, I fail to see the need. Currently these communities are not growing and are relatively static with an aging demographic. They are currently well served from a public transportation perspective and I do not understand where enough transit riders are going to come from to justify this rather expensive BRT. Data provided in "A Review of Bus Rapid Transit" prepared by Calgary Transit Planning in March 2002 indicate the cost of operating a BRT service on a per rider basis is double that of the LRT. This suggests that while the cost of building a BRT may be less than the LRT, the high cost of operating the BRT on a per passenger basis will be burden on all taxpayers for years to come. This means the ongoing higher operating cost per rider on top of the now estimated cost of \$58 to \$66 million to build the SW BRT suggests this project has real potential to fall short of its lofty goal. Put	4/18/2016 14:08

	<p>more succinctly, that's a lot to pay to move a few passengers over a short distance for 3-4 hours per day - five days a week. Further, this same study suggests Elbow drive as a potential SW BRT corridor instead of 14 th Street, primarily as it is underutilized. This makes sense, and a BRT of some sort could be built along Elbow Drive at a much lower cost. There is no need to add two transit lanes as the buses could be operated in mixed traffic. Traffic lights could be modified to allow expedited travel for the bus without stopping. Bus stations could be established in school zones and that would address the needs of students and the need for reduced speed through school zones. The existing interchange at Elbow Drive and Glenmore Trail will more easily accommodate the BRT corridor in both directions. A bus only or HOV lane could be established to improve transit flow over the causeway and to Mount Royal University. This would eliminate the potential bottleneck at the 14 th Street and Glenmore Trail interchange when merging the "as planned" 14 th Street BRT corridor to or from Glenmore Trail. Current traffic congestion on 14 th Street stems from traffic originating in communities south of Fish Creek. Building the BRT will not eliminate that traffic. Congestion along 14 th Street will only be reduced once the SW portion of the ring road is built. A better use of these transit funds might be to establish the SW BRT corridor from a community south of Fish Creek and along the future southwest ring road. This would help address the public transportation needs of new communities that are springing up. I respectfully submit that it would make more sense to not construct the SW BRT, at least not yet. Please wait until the ring road is built and then assess the need. In the meantime, run a few extra buses along the existing roadways and implement a new bus route direct from Woodbine to Mount Royal University and save the taxpayers of this city many tens of millions of dollars. Thank you for this opportunity to provide feedback!</p>	
RAL	<p>Lanes should be used for the mulit-purpose use of HOV (High Occupancy Vehicle) lanes, emergency vehicles and transit. This would assist emergency vehicles and school buses to get to their destinations in a more timely way. It would also encourage transit use and car pooling. Most people I know do not take transit because of the long commute times. These rapid transit buses would assist with this.</p>	<p>4/18/2016 13:05</p>
TD: for HOV's	<p>Yes. Yes. Yes. Add HOV lanes on 14th St instead of the expensive dedicated bus lanes. And fix 14thSt - Glenmore exchange. Why aren't these being done first ??</p>	<p>4/18/2016 12:08</p>
Mark	<p>Rather than dedicated bus lanes on 14th Street, maybe HOV lanes would be better, between Southland and Glenmore. The only construction would be between Southland and 90th Ave. Allow buses and multi-occupant personal vehicles. Has anything like this been considered? This would help even if there were no BRT buses.</p>	<p>4/17/2016 9:01</p>
Toasty	<p>Based upon the rising costs for the SW BRT the SW BRT project should be scaled back to move in mixed traffic. Dedicated Transitways should only be utilized when there are more than 2 routes on the Trasitway. Why build a Trasitway to move 4-6 Buses an hour? The cost benefit is not justified. The SW ring road should be</p>	<p>4/17/2016 8:32</p>



	utilized for a BRT to 90 Ave & Woodbine. It could also travel further south to incorporate other communities along the 24- 37 street area to MRU & downtown.	
Chris Davis	Thanks for the opportunity for feedback . Here are some further questions: 1. Administration's report to Council Committee summarizes engagement to April 6th. Will Council get a real time update on April 20th? 2. Why is Councillor Colley-Urquhart making a distinction between the SW "BRT" versus her preferred SW "transitway"? Is the proposal simply not rapid? 3. The City's master transportation plan (CTP, 2009) defines "BRT" as inter-municipal transit. The CTP says little if anything about the four current BRT / green trip funded \$208 million projects. Will the CTP be updated, as the City's master transportation plan, to properly reflect the new concept for BRT and other "Route Ahead" approved changes? Thanks	4/16/2016 9:43
Lakeviewer	I just want to know if my express bus 63 will continue to run. Fastest way downtown for me. I don't want to have to transfer to ctrain. Thought we were trying to get away from transfers.	4/16/2016 9:01
Tom Pirosok	Are there specific plans anywhere for the turnaround at 24th and Woodpark? It's stated elsewhere that no parks or green spaces will be affected. I can't imagine how buses will be turning around without some of a soccer field or baseball diamond being removed. It's so peaceful down here now....the deer and the rabbits won't like this.	4/16/2016 2:10
Tess	You are not going to solve any traffic issues by adding two dedicated bus lanes that then end to go over the flyover onto Glenmore Trail. Why do you think there is traffic congestion - you go from 3 lanes to 2. Duh. This is a very costly project for very little benefit. Echo the previous comments - wait until the SW ring road is complete and re-assess at that time. There are much better solutions that have a much lower price tag. Listen to the ideas that are presented and have some meaningful conversation.	4/15/2016 15:49
W	Regarding the Southwest Transitway project, also known as the Southwest BRT up 14th street to Woodbine: For the following questions please consider that this project is owned or directed or put forward by the City of Calgary. Words like 'you' and 'your' refer to the City of Calgary's ownership of this project. Please also consider that this project is already in the design phase. It is well past the initial concept or planning stage where these questions are required to be answered for effective governance and due diligence of this capital project. 1. Where is the Business Case for this project? Where can this document be found? 2. Who are the identified stakeholders for this project? 3. What are the Key Performance Measures that you are using to determine project success? 4. What Risks have you identified for this project? 5. Where is your Risk Management Plan? 6. Who are your Executive Sponsors for this project?	4/15/2016 13:48

SVerb	<p>Hi, For reference, I live along the proposed SWBRT route (south end of Crowchild) and I currently commute to the d/t everyday, morning and evening. I stand at the northbound 54th avenue bus stop everyday waiting for the 63 (my preferred morning commuting bus) and I see the 20, 306, 72, and 18 stop and then continue along to MRU. To be frank, those buses that originate at Heritage station are extremely empty. My critique of the SWBRT is the number of stops you've indicated on it's route. While I understand that this is supposed to be 'bus rapid', I fail to see the ridership required to fill these buses. Buses that currently service Heritage station (20 and 306) and the downtown (18) cross paths at MRU, providing the opportunity of a transfer. Personally, I dislike transferring as a transit user as the low bus frequency increases the duration of my trip, but perhaps you guys should think of a solution that increases the frequency to bridge that gap at peak times. As a resident of Garrison Green, my biggest beef is the lack of frequency and zero frequency after 7 pm on weekdays for folks south of MRU (meaning N Glenmore and Lakeview) commuting from the d/t. With that said, adding a stop in at Lakeview and 54th avenue SW on Crowchild would benefit more communities along the SWBRT route. Back to the current SWBRT proposal. It SOUNDS like a good idea, but it's kind of redundant when comparing it to the bus systems that service MRU already. Tweaks to the current system and providing further bus lanes would be beneficial to increase the bus efficiency. Redundancy is inefficient....</p>	<p>4/15/2016 12:04</p>
Alex	<p>You will only improve 14 St by taking cars off the road. It sounds like someone thought SWBRT a great idea, but you have to now justify the significant expense against ridership. You claim that the Community Associations supported the idea but only about 15% of the population are members. You could certainly trial this by running a bus up 14 St, and presumably get cars off the road (and therefore making space for buses) - if people want to use it. People who live within a five minute walk to the BRT and whose destination is on the BRT route might take the bus. But you have no measurements. You might have a case for MRU and Currie development, but I'm not sure about RGH (get the #20 from LRT) and not at all convinced about Heritage park where families are cheaper by the car load. Southland Leisure Centre has four buses stopping within five minutes of it., fed by the LRT. South of Heritage park there seems to be no case for the BRT and south of Glenmore the case is iffy. I contend that south &amp; west of Glenmore is reasonable served by current bus services. So, you're going to tear up a reasonable looking piece of roadway, replacing grass with more concrete and it's associated environmental issues, on the back of a good idea. The Ring Road will take a little traffic off 14 St, from south of Fish Creek, but it's not the answer. I live in Cedarbrae, have lived in this corner since 1977, and currently don't commute at rush hour. About half of my opposition to this project is definitely NIMBYism. I have been opposed to this project since way before ENGAGE. Thank you.</p>	<p>4/15/2016 11:23</p>
Pauline	<p>I agree with writers below. Shelf the project u til the ring road is Ck Pelted. Then look at the traffic patterns and revisit! This was</p>	<p>4/15/2016 9:29</p>

	proposed, or approved as we now hear in 2011, now the ring road is official. Do that first then see! Don't waste our dollars!	
Mark Kruse	Well stated.	4/15/2016 8:12
CWads	I would like to echo the previously mentioned requests to delay construction of the SW BRT line until completion of the ring road. As residents of the Cedarbrae community, my family relies on 14th Street to get to any destination to the North Central and West area of the city. Construction on 14th in the past has lead to very long waits in traffic. This significantly affects our family life. I would like to urge city council to listen to those actually living in affected communities and delay this project until we have options of other traffic routes.	4/15/2016 8:04
Mark Kruse	I fully agree with all of these points.	4/15/2016 8:02
urban biodiversity	Re: SW BRT-- Further to the earlier comments to first await construction completion of the SW Ring Road before considering the SW BRT I agree for the following reasons. The SW Ring Road will have interchanges for Highway 22X, 162 Ave. S.W., Fish Creek Blvd S.W., Anderson Road S.W., Southland Drive S.W. and 90th Ave. S.W. These interchanges will give drivers entering Calgary from the south and SW Community drivers another transportation option on a Ring Road with higher speed limits . All of the interchanges also have the option for drivers to proceed either north or south. The SW Ring Road can carry both Calgary Transit vehicles and private vehicles. Given the transportation optionality to SW Communities and vehicle operators the SW Ring Road will probably attract may users and significantly offload 14 Street.	4/14/2016 14:38
urban biodiversity	Thank you City of Calgary. If accidents and traffic gridlock are an indicator of the need to widen then this segment would qualify now.	4/14/2016 14:08
Mike M	Having lived in Canyon Meadows for over 35 years I have seen the traffic patterns evolve over the years. The City has done well to keep traffic flowing on 14th street as we wait for the west ring road to be built which should relieve rush hour congestion and reduce traffic on 14th street. Improving options for those taking public transport is important but I strongly suggest and recommend to wait until the west ring road is completed before doing any of the dedicated transit lanes on 14th street. Be patient and either put the bus service on hold south of Mount Royal University or use the existing road lanes along with the other users. This may delay travel time by ten or fifteen minutes at peak times but lets give this some more thought. This expensive project as planned may not be justified. Also if when the west ring road is finished it is still decided that extending this bus service into Woodbine is still needed then the residents in the SW will have an alternative way to avoid the construction delays along 14th street . The underpass at 90th Ave is a very expensive construction project. I would have thought dedicated traffic lights that let the bus have quick priority would be adequate. Restricting or changing the traffic access into and out of Rockyview hospital is also a concern.	4/14/2016 11:54
Mark Kruse	You missed the second question altogether: what is the rationale for putting double, segregated bus lanes only on a short stretch of 14	4/14/2016 8:25

	Street, rather than using much simpler and cheaper HOV lanes in the shoulders?	
Mark Kruse	Also, this is just a list of comments. There is no way for others to indicate whether they agree with the written thoughts or not. i.e. if one person wrote "use HOV instead of dedicated lanes on west side" and 80% of people were able to note that they Agree with the comment, it would have much more impact with the project team to know what to focus on. (note that disagrees would also give information)	4/14/2016 8:20
Mark Kruse	Excellent, common sense approach. I could not agree more.	4/14/2016 8:13
Mark Kruse	Please remember, when "looking at the operations of the intersection of 14 St and 75 Ave SW" that you have a duty to make it work for ALL traffic, not just busses. Stopping traffic in all directions every 10 minutes during rush hour in order to get the north-bound busses back on the correct side of the road will cause HUGE backups in traffic flow. Most practical approach is to have dedicated bus/HOV lanes, but on the CORRECT sides of the road (not together on the west side).	4/14/2016 8:12
Mike	The proposed SW ring road will have a significant effect/impact on traffic volumes on 14 St. SW and Crowchild Trail, as well as travel times as the narrower lanes will almost certainly result in calls for lower speed limits. The City should not rely on guesses as to potential bus ridership without first assessing the actual impact of the ring road. It may actually make more sense to route buses to the ring road rather than onto 14th Street. With the City's sad record of high increases in property taxes over the past two administrations (5-7%/year and well above inflation and city growth), the South west bus way is a project that can and should be delayed or cancelled in the interests of keeping costs and taxes within reasonable limits. If there are no better uses for the money then apply it to reduce future taxes. The City should cease its efforts in social engineering through the undertaking of projects designed to hinder private vehicle traffic in the hope that frustrated drivers will move onto buses. Drivers on 14th street and Glenmore West/Crowchild are not all destined for MRU or downtown. Many drivers from the southwest use those routes to access West Calgary and the mountain highways, and others use 14th Street SW to access Glenmore Trail East and Deerfoot Trail. We all pay property taxes -the City should not be favoring bus traffic at the expense of private vehicles.	4/14/2016 7:06
PAM	I find it interesting that the city is pushing for an 8 lane inner city road system, when Deerfoot trail doesnt even have 8 lanes for the most part. 8 lanes are for freeways, not the inner city where people and neighbourhoods will be negatively impacted. I dont see how this will be an overall benefit to SW Calgary, some transit users do not outweigh the significant impact to our neighbourhoods. BAD PLAN!	4/14/2016 0:43
urban biodiversity	Today His Worship Mayor Nenshi was at a ground breaking ceremony for a new \$500 million dollar Bosa residential and commercial development at the East Village downtown. It may be telling that he advised the ceremony that over the next 50 years the City goal is for fully half of new population growth to be absorbed by	4/13/2016 19:37

	existing communities ( this is not an exact quote).Question: Do the existing communities have any say in this or can we expect more of the same ?	
Cedarbrae Resident	<p>Thank you for the opportunity to comment on the BRT plans for SW Calgary. I hope this isn't just some sort of placebo. First of all I am very disappointed in the lack of communication and community engagement on this matter. I keep a fairly close eye on any things proposed for my community and I saw or heard absolutely nothing about this until a fairly organized campaign called "Ready to Engage" started drawing attention to it. Once I heard what they had to say I thought I would give the City the benefit of the doubt and check things out further, so I stopped by an information session held in an RV at Heritage Park. It had been promoted as a session for community feedback and that the City counsellor would be there to explain what was being proposed. The Counsellor was not there but there were staff members from the Project. I explained I was there because I had heard there was controversy about extremely elaborate plans for 14th street to accommodate a BRT line. A very nice man named Mike explained that everything was outlined in the 2011 Action Plan and gave me a copy of it so I would know all that was planned. I took the material home to read. I read the 2011 Action Plan from cover to cover and found it to be a rainbows and unicorn plan that did not include even 1 single word about anything to do with 14th Street or anything about an elaborate infrastructure proposal to build overpasses and underpasses to accommodate bus only lanes on 14th Street which is only a fraction of the length of the BRT route. This now left me feeling mislead and side tracked and now doubting the integrity of the City. I then heard there would be a more informative meeting at the Woodcreek Community Centre where City planners and counsellors would be engaging with community members to talk about the proposed plan. So still wanting to know first-hand from the City what was being proposed I attended. I arrived fairly late just as things were winding up and was absolutely aghast at what I found. Not only was there no attempt by the City to engage the stakeholders in what was being proposed, I discovered that this plan was no longer a proposed plan, but that it had already been approved without much, if any, consultation with community stakeholders. Further, the City had the audacity to further provoke community stakeholders by displaying presentation boards of renderings and asking people which style of bus terminal they liked the best. It was akin to saying "we've already decided we're going to screw you, so just enjoy it and tell us which way you want us to screw you." I couldn't believe my eyes. Of course, the next day I discovered that it had become very understandably heated. So, basically here are my thoughts and if the City is at all responsible and has any integrity, it will stop and listen to its taxpayers. If we need a BRT then create that route. There is no need for such elaborate and expensive plans with separate bus lanes and elaborate overpasses/underpasses. It can be BRT by virtue of the fact that it only has a few stops. For most of the route it was planned to be integrated with traffic anyway, so there is</p>	4/13/2016 18:10

	<p>no need to do anything to 14th Street. Your current plan is a shameful waste of tax payers money especially when your tax payers don't want such an elaborate system. If you can't find a worthwhile project to spend the provincial funds, send it back to the province. I say this not just because the economy is in such poor shape, but because the traffic on 14th Street should be reassessed after the Ring Road is complete. By then the BRT will have been running along with the traffic for the entire route for several years, and you will realize, that works just fine. And, there is no need for platforms and shelters- normal bus stops will do just fine. Further, I support the concerns of the people who live in close proximity to the BRT stops as the rider parking will plug up their streets and we all know that permit parking is an extremely nasty remedy which comes with so many problems for residents and their legitimate guests. Anyone I know who lives or has lived in a permit parking area either complains about it continuously, regrets purchasing in that area or can't wait to sell and move to a different location where there is no need for permit parking. Some of the communities along the BRT route were developed with 1 car families in mind. Home owners now seem to have at least 2 sometimes 3 or 4 vehicles if they have teenagers at home and there isn't sufficient parking just for residents. I don't know what the solution is, but I don't think these communities need additional parking issues.</p>	
Sandy Alexander	<p>Construction of the proposed dedicated bus lanes will have an impact on the entrance to Heitage Park and the location of it's featured locomotives and the park tram line. It appears from available maps and project outlines that there will a significant reduction in the size of the wetland flood reservoir on the north side of the entrance. This wetland reservoir was constructed to protect the residential areas to the east, and 14th Street, from flood damage. How much capacity in the flood reservoir will be lost? How has the increased flood risk to the adjacent neighbourhoods been quantified and incorporated into the decision-making process? Has this change in the flood control capacity been brought to the attention of the local community associations and the city councillor responsible for the area?</p>	<p>4/13/2016 17:17</p>
Wayne	<p>The City should allow the Ring Road to be finished before they push this through the impacted communities. And above all, the City should allow for citizen input before this goes ahead; lately they've been operating like they know more than do the residents of the impacted communities; they're there to represent us, not dictate to us!</p>	<p>4/13/2016 15:45</p>
John	<p>I am strongly of the opinion that the sw brt project is not required. It would be a huge waste of taxpayer money and would see limited ridership. Traffic congestion during construction would be unbelievable. Since the residents along the route are strongly opposed to the project, why is the city still considering to proceed?</p>	<p>4/13/2016 13:54</p>

	City council should look at ways to reduce costs, not build expensive projects that are not required and are strongly opposed by the city taxpayers.	
urban biodiversity	Re: SW BRT . Thank you for your comments Dave ! Excellent suggestion. I agree. In my opinion Elbow Drive is an excellent underutilized option to improve transit service to downtown. Riders coming from the general 24th Street south area you refer to could move more quickly on an express bus along Elbow Drive to downtown.	4/13/2016 12:14
Woodbineguysinc e1987	It is long over due. I have been retired for 5 years by now and living in Woodbine since 1987. I would like to see this route being built to ease the traffic congestion along the 14 St. I guess (just a guess) it has been generated lots of negative feedback and resistances from rich communities along the proposed route since day one.	4/13/2016 10:03
Dave	Hello, has an express bus been considered for a route of 24th to Southland to Heritage Park to RGH to downtown via Elbow Drive with no stops along Elbow Drive been considered? This would reduce transit time for SW commuters, reduce barriers to accessing HP and RGH, and would involve no changes along any of the roads identified. This could be peak-hours only as well. MRU is accessible via transfer.	4/13/2016 9:27
Enough Already	The communities of Cedarbrae, Oakridge, Braeside, Palliser, PumpHill, Bayview, Haysboro, Southwood are all facing devastating traffic issues in the coming few years. We already know that 90th avenue and southland drive are unfortunately being converted into freeways that will hook up to the eventual ring road, and now this BRT. I understand the ring road being completed as this will keep the traffic flowing but why would you decide we need this huge ugly loud and noisy brt down 14th street. Has anyone from the city taken a look at the massive traffic nightmare already going on along 14th? This brt will NOT address the traffic issues, but instead add more and more congestion to the flyover. I bet none of the city councillors who thought we I would love and want this brt don't even live in any of these areas! All these projects were decided on my behalf without a word from me. This project is not a good one for me and I am a 40+ year tax payer in this city. Build the ring road if you must and leave us alone about the brt.	4/13/2016 7:47
J	First of all a big shout out to the City road crews who have done a fabulous job with snow clearance the last number of winters, if that can be passed on. I think the route will benefit from having the snow fully removed, so thanks for that information. Assuming this is an increase in snow clearance priority for parts of the route, this does though add to the indirect and ongoing costs of the project.	4/12/2016 21:58
aquamann88	But now with the road improvements completed, traffic flow moves along much better at those locations!	4/12/2016 21:07
urban biodiversity	Re: The SW BRT. Isn't one of the biggest traffic choke points for all vehicles in Calgary on Glenmore Trail from 14 St. to Crowchild Trail ( crossing the Glenmore Reservoir) ? It seems there are vehicle accidents there almost everyday which could have severe consequences on Calgary's drinking water if environmentally	4/12/2016 16:02

	hazardous materials accidentally entered Glenmore Reservoir. Accidents also back traffic up for a mile or two and make travelling times longer. Respectfully , perhaps the City should look at the feasibility of widening Glenmore Trail between 14 St and Crowchild Trail to reduce the risk of water contamination, traffic grid lock and travelling times.	
Ethel	My issue is dedicated bus lanes on 14th Street and the city dropping the plan to widen 14th Street without consulting SW residents. Our only way out to head north or head to the mountains is 14th Street and this project will bottleneck us more. I'm ok with the BRT but we are not ok with 2 dedicated bus lanes. Suggest we get the ring road completed first, then take a look at 14th Street. Also why cannot the buses can share one lane? I think there can be a communication system / dedicated bus lights. They will only be using these lanes every 15 mins so why have 2 lanes of blacktop being used so little? This will allow the city to bring back the original plan of widening 14th street. You also need to deal with the bottle neck at 14th Street, Glenmore and 75th Ave. Those lights are a problem.	4/12/2016 14:51
Response received by	Response received by 311. The writing on the card that was sent out to citizens was too small. There was no explanation for the meaning of HOV on the card.	4/12/2016 13:48
Jon	I generally support the SW BRT. I do question if the traffic volume justifies or supports the cost for the separate BRT roadway beside 14th Street. I think 14th should have four lanes each way with the right hand lane being a HOV lane. Further I would recommend that cars with three passengers also be permitted to use all HOV lanes ( I appreciate that enforcement is an issue). This format would remove some cars from the three open lanes reducing congestion throughout the day, including when fewer BRT buses are running.	4/12/2016 13:06
Newman	BRT route from U of C to the NE Rundlehorn. Important to have a way to get from one side to another without being caught at city hall with all congestion. Could this be put into place by Sept. 2016???	4/12/2016 12:36
Cody	Best route would be BRT from Rundlehorn straight through to U of C. This link is perfect not just for U of C students but to anyone to get from one side of city to the next without going through city hall. Cut down congestion and also when problems at city hall, people have a way to still get around. This route very important please put through soon	4/12/2016 12:34
Chey	Put the BRT through especially from Rundlehorn to U of C, a large group of us attend and transferring at city hall and with rush hour it is a long trip and with complications any where along that route it messes all of the students up. Please put through this route so the North has access to U of C. Rundlehorn to North Crosstown to U of C. Thanks	4/12/2016 12:32
Lorrie	I am writing because I would love to see the BRT Rundlehorn to North Crosstown to U of C. The sooner this could happen the better. It is so difficult having to drive from one side of town to the next for school. But putting an autistic child on the Ctrain and transferring at city hall by the time she arrives at U of C an hour later she is so stressed she can't function. I know several U of C students that live in	4/12/2016 12:26



	this area that would love a quicker straight through ride. Please put through asap.	
Lakeview Resident	I am very supportive of the SW BRT project. I would hope to utilize this to facilitate rapid access to LRT. Could the planning group please consider adding a BRT stop for lakeview/North Glenmore Park residents?	4/12/2016 11:03
B I S	Build ring road first , then evaluate traffic needs before even thinking of working on 14 ST . Your last renovations to 14 st @ Heritage Drive @ 90 ave and @ Anderson Road were nightmares for traffic stoppages and delays.	4/12/2016 11:00
Chickenineverypot	Wow, that should add about 3 minutes at each and every stop to old & unload bikes. With 16 stops travel time from south to DT will be in the range of 1.5 hours.	4/12/2016 10:45
urban biodiversity	Rather than spending funds on the SW BRT the City should consider converting the entire fleet of buses from burning diesel fuel to cleaner burning and inexpensive natural gas. New technology has given Alberta ( and Canada ) a huge over supply of natural gas for decades. Centralized natural gas refueling is an ideal fit for the City of Calgary bus fleet. Burning natural gas would also support Alberta's natural gas industry, reduce refining cost and pollution and provide royalties to the Alberta Government.	4/12/2016 10:10
Bus yes bus lane no	If this forum is monitored 24/7 why aren't questions that have been asked 7 days ago still not answered? How is any of this "engagement"?	4/12/2016 8:30
Haysboro Resident	After looking around this site I am disappointed in the cities effort to answer questions and address concerns put forward by citizens. I can easily find a list of "what we've heard", but very few answers to the many questions. While many comments would be difficult to address (not everyone wants this and won't change their minds) there are many practical questions unanswered. I feel like the city is saying "I heard you but we know better".	4/12/2016 7:33
Haysboro Resident	While I support the BRT in general I do have questions and concerns that I have not found answers to on this site. My first concern has to do with pedestrian and bike crossing of 14 st. At the Heritage drive and 90 ave intersections there is a large amount of bike and pedestrian traffic crossing to access the reservoir. This will increase if people are crossing to get to BRT stations and there will be an additional two lanes to cross. The current need for pedestrian bridges is high. Is there consideration for pedestrian overpasses at these intersections? Second, I assume the cost to provide double segregated bus lanes and a 90th ave underpass would be much more and entail a longer disruptive construction period than adding shoulder lanes in each direction. I fail to see how they would provide significant time savings over shoulder lanes for a relatively short section of roadway. To drive from Rockyview to Southland drive during non-peak traffic times generally takes less than 10 minutes. How many minutes will the expenditure for segregated lanes shave off this stretch of the route. I believe that the time needed for the bus to navigate back onto the 14 st at the Rockyview or to enter the	4/12/2016 7:18

	Northbound bus lane at Southland drive would reduce any gain to a negligible amount.	
SW Resident	I agree. I travel extensively and I used to proudly tell people about Calgary. Now, when I am asked, I sadly report that I am ashamed of my city. The Mayor of Calgary is a bully and a dictator, my Councillor refuses to listen to me and the other residents in his Ward, senior City managers belittle and cyber-bully the citizens who pay their salaries, and our tax money is wasted on projects that go way over budget with no consequences for massive cost overruns. We are in a major economic crisis and we can't afford to be wasting our dwindling tax resources on unneeded, unwanted projects.	4/11/2016 23:48
SW Resident	Yes, and what about snow removal on the BRT lanes, where there is absolutely no shoulder and barely enough width for two buses to pass traveling in opposite directions ... at 70km/hr? (I don't think so!)	4/11/2016 23:25
SW Resident	Absolutely right. In addition, the City has publicly said that the lanes on Glenmore Trail over the causeway will have to be narrowed to accommodate the shoulder bus lanes. This is absolutely against transportation standards for width of lanes on skeletal roads (both Glenmore Trail and 14th Street are identified in City documentation as skeletal roads).	4/11/2016 23:22
Woodbinite	I think you hit the nail on the head. Well said!	4/11/2016 22:00
concernedyycresident	First of all, I have not found it easy on this website to provide feedback, and I do not think the city has done a great job in soliciting feedback on this project I do not agree with the southwest BRT for several reasons- I think it is a bad idea to take away lanes for cars to add bus only lanes. I think the detriment to traffic will be enormous, especially during the construction phase. 14 St. is a major roadway for traveling north out of Woodbine and other southern areas, and is already congested during rush hour. I think you are kidding yourself if you think that people will take the community bus to the station or not park illegally or on the streets. In my experience, the bus system is unreliable , so I would not be able to rely on two bus routes to get to work on time. I have a hard enough time relying on a city bus to take me to Anderson station to get a train downtown to be at work on time. If I needed to get to a destination other than downtown, (and the reason I use the transit system is that parking is so expensive downtown) I would take my own car (because for the most part you don't have to pay to park anywhere but downtown) rather than take a new bus route. I think money should be spent improving the timeliness and trustworthiness of the current transit system (ie- making sure the c-train doesn't break down ever time the weather shifts) and then we can talk expanding the system.	4/11/2016 21:19
Mark	I don't believe the statement below that 90% of the community in Woodbine/Woodlands are opposed to the SW BRT. Everyone is entitled to their opinion on this matter, but please don't speak on behalf of others.	4/11/2016 20:30
Southwood	I find it interesting that the posts vehemently opposed to the BRT seem rather split between those saying it will totally tie up traffic, and those that say with the new ring road there will be no more traffic so	4/11/2016 19:54

	who needs it. In Southwood I see a significant increase in both young families, and those with kids approaching post secondary school age. I think the BRT will fill some significant gaps.	
retired	I am not happy that you are looking at areas of the city that already have wonderful transit and are not looking at new areas for transit. I have lived in new areas and transit must be in all new areas for workers and Mothers to get around with their children. The new BRT is nit necessary the children in Woodlands and Woodbine have grown and most homes if looking at the many people at the open houses were retired. This would mean less going to the downtown area. Not everyone works downtown and no special buses are added to other areas. Students in post secondary must often drive as they havework commitments after school working in their communities a bus never is available to take them to work. I gave lived through this 3 times this could have been useful about 20 years ago but is not useful now.	4/11/2016 18:59
SW useless	The sw line in a complete waste of resources. all of the niebourhoods are at capacity and not expanding and already are using the LRT systems and have been since the beginning of the LRT . with the opening of the ring road from southland and 90 ave and beyond the congestion ls fixed. Anybody going to MRU, RVH or the new business district being built along crowchild will likely not be coming from woodbine or braeside as these areas will be full of retires not workers who will need to commute along the proposed areas as they will be unable to afford to live in such niebourhoods. complete waste of money . Put the BRT on the new ring road and leave the inner city stuff alone.	4/11/2016 18:57
MT	I am strongly opposed to the the sw brt proposal. We do not need a express bus lane and the money could be better used elsewhere. With the ring road being put in this project would be a waste of money, frustrating traffic during the construction phase (which is fine right now) and not a demand the community is looking for. Also 14th leads to Glenmore and the 2 lane overpass which is where the backups occur. I have also been very frustrated in the process where I do not believe we have been heard. When we disagree we are accused of making threats and when we sign a petition we are told we do not know what we are signing. Please listen to your constituents and put this project on hold at least if not cancel it all together.	4/11/2016 18:16
glayvaa	Do we really want those stinky noisy buses going any further into Fishcreek Park?	4/11/2016 18:13
glayvaa	I agree with everything said here.	4/11/2016 18:08
glayvaa	There is over 90% of the community that do not want the SW BRT coming into Woodbine/Woodlands. Why are we getting bullied into something that we do not want or need? The new community of Providence will increase traffic, noise, and pollution along 24 St, 37 St, Anderson, 14 St, Glenmore Tr, Macleod Tr, and Deerfoot. Why are there no comments on Providence (approved) from City employees? This new community will destroy traffic everywhere	4/11/2016 18:07

	around it. Remember these are tax payers dollars, not City Councils private funds. But who knows who's been bribed.	
Roman	Hello City of Calgary, Before investing millions in the BRT, have you consider launching a \$100k trial by running a few routes as proposed in the BRT program on existing roads to get stats about 1) a number of passengers, 2) commute time, 3) understand areas of major passenger traffic, and 4) collect passengers' feedback? I totally support the idea of developing public transit in Calgary. But I also see that SW BRT gets rushed. As a tax payer I don't think the return on our tax dollars is going to be well-justified if spent in 2016-2017.	4/11/2016 16:44
Angry & Sad re SWBRT	I attended the Woodcreek meeting on the SW BRT. It was very poorly run. We had to wait outside in the cold for over one-half hour, as they were letting in only so many people at one time. Ready to Engage were outside as well. There was no pressure at all to sign their petition. They did not even approach us. We initiated the conversation by asking if they were Ready to Engage. There was NO misrepresentation on their part, as to what we were signing. We knew that we were signing the petition, and we knew that it was not the sign-in sheet for the meeting. Once we were inside, there were no unruly people, no assaults. Everyone was acting very civilly. There were even TV cameras recording the crowd. Sure, there were many upset people, but they were very courteous in stating their case. I don't know when or if the assaults occurred. I know a lot of people in the community and of all the people I spoke to, NO-ONE witnessed anything. It angers me that the meeting and the Ready to Engage petition are just written off by the mayor. Doesn't anyone care that there are lots of legitimate concerns and opposition to this project? I thought that the city council is supposed to act on behalf of those who live in this city. Why is this project being rammed down our throats? We will end up paying lots for something we do not want, and we will end up living with the consequences. It saddens me greatly. I always thought we lived in a great city, but my belief in this city is being shaken to its core.	4/11/2016 15:54
J	Hi, I didn't see an answer to this question from a couple of weeks ago, so thought I'd repost. With the lane width being reduced on parts of the route, and no shoulder, what is the plan for snow management? There will be little room to just push it to the sides, which would further decrease lane widths during winter months.	4/11/2016 14:45
Oakridge	No one is mentioning the secret neighborhood of "Providence" that is all approved. Residents, please have a look at the plans for this 40,000 plus community off of 22X and 37th street bordering the Tsui Tina Nation! Where are all these cars going to go? Plans say this will not be built until the ring road is done but.....	4/11/2016 12:34

<p>Concerned SWResident</p>	<p>I strongly oppose the current design for the SW BRT project for the following reasons: 1) Parking is not provided for those wishing to catch the BRT bus in Woodbine. As a result, riders from the communities south of Woodbine will be parking in the Woodbine Centre (Safeway etc.) parking lot or in residential areas nearby. In the former case, there will be very little parking left for customers. In the later case, those living close to the BRT bus stop will have difficulty parking in front of their own homes. I live in Woodbine, and often shop at the Woodbine Centre, so this lack of parking will directly affect me. 2) 14 St. is THE major roadway for traveling north out of Woodbine. It is already very congested. The plan to narrow the lanes, add 2 bus lanes, and eliminate the boulevards will make this even worse, not to mention the impact of construction. This is a very busy thoroughfare during rush hour. I shudder to think what it will be like during the long period of construction. I also shudder to think what it will be like to drive when completed, with so many cars so crammed together. If there is an accident or stall, there will be no place to pull the cars over to allow the traffic to flow. 3) Those in Woodbine already have a good transit route to downtown: route 56 which goes directly to the Anderson LRT station. We do not need a BRT route as well to give us another way to get downtown. To get to other attractions such as Heritage Park, Rocky View Hospital, or Mount Royal Village, I would use my car. 4) Allowing the BRT buses to use the shoulder of Glenmore Trail is not a good plan, for safety reasons. Drivers will not be expecting vehicles to be traveling on the shoulder. With fast moving transit buses traveling on the shoulders, this could be the cause of serious accidents. 5) We were not given enough opportunity to express our comments on this project. I attended the SW Transitway Public Information Session at the Woodcreek Community Centre on Feb 23, 2016. I was very disappointed with the format of this meeting. It was so crowded, you could not see the information being displayed, and the employees were so surrounded by attendees, that you could hardly get a word in. The opportunity to write comments on little yellow post-its, was hardly an opportunity to express an opinion. Even with this website, it was difficult to find out where to enter comments. It certainly was not intuitive. And how are those without computers supposed to express their concerns? Please reconsider the design of this initiative. I foresee many problems with it.</p>	<p>4/10/2016 22:43</p>
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SW Resident	<p>The City of Calgary's mandated engage! Policy (Council Policy CS009) states - "Engagement at the City of Calgary is defined as: purposeful dialogue between The City and citizens and stakeholders to gather information to influence decision making." The Policy specifies four levels of Engagement (Listen &amp; Learn, Consult, Collaborate, Empower). In addition, it lists a set of 5 tasks related to "Inform/Communicate" which are required "for all levels of engagement". Can you explain which "level" of engagement we are at now? For this level, please provide the required Inform/Communicate context and background information. Please provide current details for each of the 5 sets of tasks required by the Policy. The City claims to have undertaken engagement on the SW Transitway and BRT in late 2010. I have read the comments and concerns from those meetings (almost all negative and identifying the same concerns we have now). As required by the Inform/Communicate tasks, can you please: 1. "Share with stakeholders what we heard from them". Instead of the whitewashed summary that was given to Council, please provide an honest list of the concerns from 2010. 2. "Share with stakeholders if the input cannot be used in making the decision and the reasoning for why it may not be used." We are currently being told by The City that the SW BRT plans are so far along now that there are very few things that can be changed. However, in late 2010 this was certainly not the case. So, the list of inputs that could not be used should be very short. 3. "Share how the input was factored into the decision." Since almost all of the concerns expressed in 2010 are still being expressed about the current SW BRT plans, can you explain which inputs, if any, were ever factored into the plans regarding the SW BRT? In conjunction with the engage! Policy, The City has published the "engage! Framework and Tools" and the "engage Evaluation Form". Please provide the detailed documentation as required in these documents. Adherence to the 6 Steps of the engage! Process should be clearly demonstrated.</p>	4/10/2016 20:16
Answers please???	<p>To: City of Calgary Please put on line your ridership study , cost benefit analysis and budget for the SWBRT. No organization would suggest such a project without these three vital parts of a plan, please share them. Answers to frequency of the BRT and if bike racks are available at stations or on busses is nice but where are the basics? And you did not answer if bike racks will be available at stations only on busses. How many people are in the City communications department? Not getting timely and genuine answers to legitimate questions here is more than disappointing when the City has time to put out propaganda on small cards and place them in everyones mail box, where are your priorities? Who is leading this project team?</p>	4/10/2016 12:21
woodbinite	<p>RE: SWBRT 1) no ridership in Woodbine/Woodlands 2) 14 Street construction would further cripple this end causing delays, for no gain 3) Evergreen/Bridlewood/Sommerset - young communities that may need BRT, will drive into Woodbine/Woodlands and park at Safeway, using parking that is needed by the businesses in this shopping center. 4) I was at Woodcreek Community center the night of the alleged altercation, but saw nothing! There were also media video cameras running that captured nothing. Who is making up stories? 5)</p>	4/9/2016 17:33

	<p>People living here are upset about BRT, perhaps the City should fine out why and listen to our concerns? Put some parkades at LRT stations instead. as this plan is not going to work. thank you</p>	
Dan Henne	<p>Well I would like to show my support for Public Transportation in Calgary. I'm not sure if this is the right spot but I will continue. I am a resident of Paliswood and look forward to the completion of the BRT system along 14 st SW. I just would like to see the ring road in the SW completed first. Any chance of that happening?</p>	<p>4/9/2016 16:57</p>
Woodlands Residents	<p>Roundabout at the intersection of 24th St SW and Woodpark Blvd. At end of 24th St heading into Fish Creek Provincial Park there is already a turn around present. Could that be used by buses instead? Concerns about parking -- Will City provide Residential Parking permits within a three block area?</p>	<p>4/9/2016 15:33</p>
Unrealistic	<p>There is already a c-train line just blocks away from the proposed BRT line- it would seem more realistic to improve the current infrastructure and supporting bus service/parking rather than adding extra volume to an already congested road way. The current road system in place cannot support the heavy traffic, so it would be irresponsible to remove an entire lane of traffic without making proper adjustments to support the congestion. Construction will be a nightmare for commuters, who like myself will not rely on the BRT line for any purposes yet have to sacrifice their own time and convenience for very minimal impact. Strongly opposed to this project- traffic will be even worse and local communities will be negatively impacted by construction and parking.</p>	<p>4/9/2016 13:26</p>
Cedarbrae Resident	<p>I am concerned about the Southwest portion of the BRT. I live in Cedarbrae and work at RGH. 14th Street is the only way to get to the hospital from the south side of Glenmore as you can't go straight across through Chinook Park. There is a significant number of staff and patients that need to access RGH that will have major delays in getting there with no good alternative route to take. I am also very concerned about how bad the traffic will be while 14th street is under construction and drivers in the areas west of 14th street have no way out of their areas other than intersections that connect with 14th street. I think it would be wise to hold off on this portion of the BRT until the ring road is build so that drivers in these areas will at least be able to exit to the west on the ring road and avoid the major back ups that will occur on 14th street. 14 street is already horribly congested during rush hour times and I can't imagine what that would look like with construction added. I am also concerned that even once construction is done that 90th Ave and southland drive are going to get very backed up at the lights at 14th street, making it again, very difficult for the residents west of 14th street to get out of the area. Please wait until the ring road is constructed before proceeded with the BRT. I know the ring road doesn't address the issue of public transit, but it does provide an alternate route for drivers. Proceeding with the Southwest portion before the ring road is built isn't fair to the</p>	<p>4/9/2016 10:13</p>

	thousands of citizens that don't use public transit and drive as their main mode of transportation.	
A Measured Approach	I am concerned about the Southwest BRT. This has obviously been a hot topic in the media. Here are my thoughts: 1) Why not pilot the bus route (without spending millions on infrastructure) for a year or two to see what ridership there is? The outcomes would either be that there is huge demand (which would justify the infrastructure spending), moderate demand (which justify the continued use of the bus route without the infrastructure spending) or low demand ( which would justify cancelling the route all together). No matter the outcome, it would be the optimal way to get real data to justify (or not) the expenditure. I really encourage this approach. 2) I am not a member of the Ready to Engage initiative, but I am a concerned citizen that signed the Ready to Engage petition. I was insulted when I saw our Mayor dismiss the petition as being signed under false pretences. My wife and I signed it knowing exactly what we were doing and I'm sure that's the case for many others. I did not attend the information session where these were allegedly signed under false pretences, but to me, it's deeply concerning when the Mayor outright dismisses a very legitimate concern in the media. This is not what our elected representatives should be doing. I would welcome the opportunity to have a discussion on this topic as I believe there are great options here to support public transportation in our city without all the conflict and rhetoric. Regards, Dave S	4/9/2016 8:33
John Q Public	I am disappointed in Mayor Nenshi's attitude toward the public's opposition to the Southwest BRT and his fierce determination to proceed with the BRT plan no matter what. The economic climate today is significantly weaker than it was when the BRT Southland-to-75th Ave corridor was first studied and approved. I do not agree with the "Ready to Engage" movement associating an increase in crime and garbage at the "LRT style" BRT platforms, but I do agree that the proposed BRT is a huge and unnecessary expenditure of scare city transportation funds. If the city insists on introducing a BRT route in the SW, why not just construct a Bus-only north-bound and south-bound lane adjacent to the existing lanes between Southland and 75th avenues (and not construct the expensive 90th Avenue underpass). The city could then use the existing bus stops with additional stops added as needed. That way if the SW BRT is not the success the city is anticipating, those additional lanes can be re-purposed for general or HOV-only traffic. But before ANY new construction is done, why is the city not considering running regular buses along the proposed BRT route to test the uptake of this bus route? That way you will have at least some idea of the affected population's appetite for BRT in the area. Please re-evaluate the SW BRT decision before spending any more money.	4/8/2016 17:29
TC	Get the Connect (re-loadable fare card) system up and running. How many years has it been in the works ? You have been able to buy a coffee with a re-loadable card/phone app for more than 10 years, yet you still have to buy paper passes and tickets for transit. This whole topic seems to have been forgotten by the City. Give up on doing	4/8/2016 14:34



	your own thing and install a system that has already proven successful elsewhere	
sam	there is definitely a need for better transit access from Woodlands /Woodbine to key destinations such as MRU and U of C. Key concern is the amount of extra traffic and noise on both 24th St and Woodpark Blvd. This will require a measured and considered solution .	4/8/2016 10:05
David	I do not support the SW BRT as proposed. It is waste of taxpayers money and resources. (1) Traffic congestion along 14th SW will reduce once the new Stoney Trail is completed. I know that this is about 5 years to wait, but let's wait until the ring road in that portion of the city is complete and then decide to make transit adjustments at that time. (2) Push more bus traffic to LRT's. With the addition of a 4th LRT car to each train, that is approximately 200 more people per train during rush hour, which = 2400 people per hour moving downtown from the southwest leg of the LRT. Assume 1/2 come the west side of the LRT line and 1/2 come from the east side if the LRT line and assume 2 people per car, then you are looking at 600 less cars per hour going downtown along that proposed route. (3) The number of households that will feed into the SW BRT has maxed out with no new houses being built, which means the population of people being served by transit is now fixed for that portion of SW Calgary. Yes the roads are jammed and commutes times are longer along that portion of Glenmore and 14th Street, but it still works. (4) Going back to my point (1) above about waiting for Stoney Trail to be built; I have attended a number of open houses for the ring road over the past few years and spoken to the traffic engineering consultants, traffic planners with the city and Alberta Infrastructure about future traffic flows and patterns. All three groups have done planning and analysis based on future traffic modeling based on assumptions and predictions of "FUTURE" human behavior. All of them admitted that they do "NOT" know the future final outcome of traffic patterns once the SW portion of Stoney Trail is completed because no one can precisely predict human behavior at any time in the future as everything is based on assumptions of what we know today and those assumptions can change in 6 years from now. (5) Easy fix for traffic / bus flow, is to put a third lane north and south along 14th Street from 90th Ave to Anderson and designate HOV lanes for the traffic rush hours for buses and cars. Thus, once the SW BRT is built it may become a white elephant infrastructure project in 6 years from now. The city planners should focus instead on temporary fixes along the proposed route wait to see what happens once the SW Stoney Trail is finished in that area.	4/8/2016 9:21
Who's the bully?	How ironic that the Mayor wore a pink anti-bullying t-shirt when he chose to blast Southwest residents for their opposition to this ill-conceived idea. His motive is now clear. Work is already underway and the traffic is backing up on 14th St. even in off- peak hours. This is a 'done deal'. Today, we received a postcard from the city inviting input despite the fact that preparatory work is already happening. The card itself is an insult to taxpayers, mixed in with junk mail likely to be	4/7/2016 22:56

	discarded and with print so small, the city should have provided a magnifying glass. We oppose this plan until the city can justify ridership and explain how we are to reach these buses. Our neighbourhood has no sidewalks, our street has never seen a snowplow and we will never chance walking 10-15 minutes on ice to catch a bus to Rockyview or Mt Royal when we can easily drive to either one in less time. What a waste!	
Mark	I fully support the SW BRT as proposed. Let's be positive and constructive. Make this the friendly city it used to be.	4/7/2016 20:18
Dave T	I can't see how this will be quicker. I'll have to catch a 56, then transfer to a bendibus and traipse all over the city to get downtown. It must be quicker to go straight to Anderson LRT and on. Talking of LRT's, why not run twice as many trains from the south and turn half of them around at City Hall. It wouldn't require many more cars and it would really speed things up. Surely this isn't beyond the capability of City Hall?	4/7/2016 20:06
LT	I am extremely concerned with the proposed dedicated bus lanes between Southland and Glenmore .At this time the price tag of 40000000 is too much considering the present economy .Also I have concerns with the ongoing construction and the traffic congestion which will result I firmly believe we should at least wait to see the effects of the proposed ring road before we commit to such a project .We are still limited by the Glenmore causeway which can still be a bottleneck of traffic even with an expanded bus lane .This entire project has been poorly communicated and I am unhappy that there has been cancellation of further community meetings regarding this issue .I believe that objections to this project are being stifled and that legitimate petitions against proceeding with this development are being disregarded .	4/7/2016 17:30
Meechie	I heartily support the proposed LRT expansion to YYC. Most other major North American and all major European airports already have reliable mass transportation access. We have needed the LRT extended out to the airport for over a decade! Long term, it makes sense environmentally and economically. The longer we delay this inevitability, the more it will end up costing us to build.	4/7/2016 15:39
db	I cannot believe that the City can justify spending over \$ 40,000,000.00 on dedicated bus lanes between Southland & Glenmore to ferry a couple hundred passengers during rush hours thereby saving them 30 minutes daily.As the Mayor said about the ambulance service,if it aint broke,don't fix it.	4/7/2016 13:04
R	Agreed, there needs to be more benches and back rests. Would be very cool to open up the designs to companies to bring in diversity!	4/7/2016 12:07
R	Please make sure there is a full transit map available with the routes on it around the city, so you can look up your connections, and proper signage to know when the next bus is coming, along with a paper copy of the set time table of the bus arrival through out the days of the week. Also this <a href="http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili...">http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili...</a> it is a live feed of transit in the city of Berlin, Germany. If this is something you can build into your current budget that would be a way to show Calgary is on a	4/7/2016 12:05

	<p>leading edge to make transit more future orientated, that would be amazing. Berlin has a great system at their bus stops and train/tram stations. Why reinvent the wheel when there are plenty of systems out there that work very well, just need to look into those systems. If you could speed up transit, in the respect of how often busses come would also be beneficial, every 20 min in non peak hrs is not efficient, every 10-15 min would be more realistic, for people would bring about more people to use it instead of their cars, because then it could be just as quick, takes more cars off the streets and in turn can make traffic for transit quicker and more on time to make it to the stops along the route. Shelter from the cold is important. The transit map needs to be covered as well.</p>	
R	<p>Hi, what about making the ticket prices a little more flexible, it is annoying and I feel ripped off to pay \$3.15 to go one or two stops on the LRT. If a short trip and long trip ticket option would be offered, that would be great. Short trip to be 3 stops, or 20 min ride, and then keep the long ticket at \$3.15 for longer trips, with the 90 min ride as normal. I would like this to be a serious consideration. Thank you</p>	<p>4/7/2016 12:03</p>
R	<p>Living in Berlin Germany for a few years, I found it to be extremely convent to have coffee/snack stores on LRT platforms, it opens up opportunity for small businesses and employment. This could be a draw, to entice people to use transit as well, knowing there are options for food along the way.</p>	<p>4/7/2016 12:02</p>
R	<p>Hi, what about making the ticket prices a little more flexible, it is annoying and I feel ripped off to pay \$3.15 to go one or two stops on the LRT. If a short trip and long trip ticket option would be offered, that would be great. Short trip to be 3 stops, or 20 min ride, and then keep the long ticket at \$3.15 for longer trips, with the 90 min ride as normal. I would like this to be a serious consideration. Thank you</p>	<p>4/7/2016 11:56</p>
Woodlander	<p>I am a frequent rider on the CT system and I strongly support upgrades and service enhancements. However, the currently proposed SWBRT is NOT the right answer. There are alternatives that can provide similar, if not better, service enhancements at far lower cost and far less disruption. The City's SWBRT proposal would see the construction of a separate bus-way on the west side of 14th Street. A far better alternative is the addition of bus lanes on each side of 14th Street. The alternative would be far lower cost, while still enabling buses to avoid traffic congestion. The alternative would not require the massive disruption of 14th Street during construction as compared to the SWBRT proposal which requires that all traffic lanes be moved to the east. The alternative would not require complex and disruptive stop lights on Southland and at the Rockyview to enable buses to cross 4-6 traffic lanes for exit from the bus-way. The alternative would not require an expensive overpass at 90th Street. The SWBRT proposes expensive, glorified "bus stations". We don't need and cannot afford "Stations". Simple, inexpensive "bus stops" would do just fine and at far less cost. The proposed SWBRT route will be more difficult to access for the majority of residents in the 'west of 14th' areas (Woodland, Woodbine, Braeside, Cedarbrae, Oakridge, etc.) as compared to existing bus routes. A better alternative is to increase the frequency and hours of service for existing bus routes in</p>	<p>4/7/2016 9:58</p>

	<p>the area; and add a new bus route to downtown, via Mount Royal, that picks up residents at existing bus stops in the 'west of 14th' area. At a time of economic downturn, huge deficits, and a history of double-digit property tax increases over each of the past 5 years, the citizens of Calgary cannot afford the waste of tax dollars on this over-designed, high cost SWBRT proposal when alternatives can provide similar, if not better, service improvements at far less cost and far less disruption. A final note on process. The Open Houses were woefully planned and conducted. The meeting rooms were undersized. Some city staff were unable to answer many simple questions. There appeared to be little interest in alternatives. The Mayor unfairly tarred attendees with false (as established by the Calgary Police Service) accusations of threats and violence. I am left with the impression that the City considers the SWBRT proposal a fait accompli and is not prepared to give any serious consideration of alternatives. In my view, the comments of the Mayor have been nothing less than arrogant and insulting to those that disagree or may wish that alternatives be considered.</p>	
Toasty	<p>if there are 6 peak hours and 12 hours of off peak hours during work days this equates to 84 trips one way. Assuming an optimistic average of 50 passengers equates to 4200 riders for transit in each direction. Weekends would equate to 72 trips and 3600 riders. 15,600 passengers per week both directions 810,000 per year. A far cry from the 20, 000, 000 riders the YYC Transportation communications teams have claimed will utilize the SW BRT. The current bus routes along 14 street are lucky if there are 20 people onboard during peak times.</p>	<p>4/6/2016 17:55</p>
Palliser9999	<p>I have been assured that construction on 90th Ave. and 14th St. is going to be done off peak hours . Temporary roads are going to be built on real estate that the city has to prevent shutting down or distracting traffic into the community . Last project done at 90th Ave. and 14th St. was adding a fence in the Meridian of 90th Ave. and modifying shoulders and meridians on 14th St. This was managed in such a chaotic manner The traffic was backed up all the way down 90th avenue as far as you could see. I can see in temporary roads that you will need to dig up meridians and shoulders on 14th St. From past experience I would expect traffic to be gridlocked in pump hill and Palliser down 90th Ave. 24 street and into Southland Drive . Why don't you guys delay that section of the road for another six years until stony trail is complete from 22X to Glenmore. Then the citizens in this neighbourhood would have an exit for when Calgary transportation drops the ball again and gridlocks our neighbourhood. Of course the alderman for Ward 11 would say like he did for the west leg expansion you should have been in the public hearings on the project . To the last project on 90th Ave. and 14th St. I was told to just be patient while gridlock occurred. I am absolutely certain that gridlock will occur in my neighbourhood as your projects often don't go anywhere near how you predict they will. Is there any hope for our neighbourhood that we will be able to drive in and out without gridlock all Calgary transportation knuckle drag their way through the project like they normally do . Please don't destroy our neighbourhood while</p>	<p>4/6/2016 17:46</p>

	you railroad this project through. I have spoken in this public hearing please listen to me . Please I beg you do not gridlock our neighbourhood. Show us a plan on your website that competent people can assess that actually works to prevent gridlock. Or throw your iron rings in the garbage	
Toasty	Just last week the city potentially wasted more tax dollars by replacing the street lights along 14 street with LED. If the plan is that these street lights will in all likelihood need to be moved, would efficiencies be better if the LED's were introduced during construction? It has become very obvious that there is no plan only ideas.	4/6/2016 17:38
PBE	I am concerned about the BRT. I live in Chinook Park and am concerned about the following... - I have HUGE difficulties taking the CTrain as that parking lot is filled to capacity very early each day. How are you proposing to add even more cars? -I am very concerned about preserving the Glenmore Landing shopping centre. It is an integral and unique part of living in that neighborhood. I am concerned that it will become a giant parking lot. -Where exactly is the station going to be built in that area? How much green space or parkland will be taken away? -This is a huge expense and not one that I am sure is worth the cost. Where are we on the ring road? How about using the funds to add more parking to existing train stations? The near empty down town bike lanes make me wonder if our planners really know us Calgarians. Offering to police potential parking problems is not a viable solution.	4/6/2016 15:38
Bus yes bus lane no	More transit is a wonderful idea - but developed wisely. It's not just the "ready to engage" group that doesn't think a dedicated bus lane is a good idea. I am not a part of that group and I don't agree with a dedicated bus lane. The other BRT routes within the city do not have one so why is this one so special? There is underlying untold information I am certain that we will not know about until it is built. Living in the area for 20 years I've only heard of this in the last 6 months being a go ahead as any other attempt by previous councils decided there would not be enough ridership to warrant the cost.	4/6/2016 15:29
Ann	I realize the off leash areas where we like to take our dogs for a run are not designated as parks but are zoned as right-of-ways but was wondering about the impact of the City's proposed plans to introduce a multi-use pathway along these stretches of green spaces. Are these two uses compatible within City regulations or bylaws? Also, any other changes possible with the addition of this amenity?	4/6/2016 15:28
Jim J	A resend. Sure hope this is not a done deal. The replies I received indicated that all is moving forward. I also sent it to the Mayor and our MLA. Greetings Brian Pincott and Staff, I am writing to you at a point where I feel there is no other option than to reach out. I have done my best to follow developments on the media and it seems no one is communicating or for that matter 'listening'. The BRT project, is ill timed and is a very poor spend of taxpayers' dollars in my view for a variety of reasons. In recent years, it seems we have a growing amount of projects that are pushed through without enough feedback from multiple stakeholders. Two examples for you are the DT bike	4/6/2016 15:11

	<p>lanes and the Glenmore pathway. Please ensure that the BRT does not fall into this category. The point of my letter is not to engage in a debate on the merits that BRT supporters believe in. This, I have already researched. I am born and raised in SouthWest Calgary and have lived all of my Calgary life in Braeside, Woodbine, Chinook Park, Woodlands and Oakridge. It would seem I am in a pretty good position to comment on the adoption of such a project. In order of importance, here is some feedback: 1. Adoption – when all is said and done, who will be riding these buses? Having lived in all these areas, I ask who will walk/drive/park to locations that will allow them a 40 minute + commute to downtown Calgary with the scenic options of Rockyview, MRC and multiple stops in between? I do not believe this service will be utilized. IN HUNDREDS of conversations at arenas, at the grocery store, on the soccer fields, on the streets and in the pubs, I have yet to find one person who is interested in utilizing this service. Sorry to draw a comparison, but this is even worse than the bike lane drama that was shoved down Calgarians' throats. Incidentally, I had a meeting last Tuesday at 1:30 and observed one person scooting up 4 th St on a sunny +15 degree day. Lets not have the BRT fall into the 'expensive underutilized' category. 2. Ill Timed – we pay provincial taxes too. All of us. Just because they have contributed a pile of money does not mean that we should spend it. 2 wrongs do not make a right...and so on. Lets build the ring road and develop a better plan for our future. Our economy and provincial economics are in shambles. People are losing jobs daily and we still want this to go forward? 3. The only good news about construction is that traffic is lighter right now and it will not mess with as many people getting to work on time. Really? When this is the highlight of the project, we should reconsider it. Why oh why would we shut down and disturb this area and not consider just widening 14 th Street and adding bus lanes on each side. At least that way all the grief would allow cars to use the lanes in non prime-time? What about widening Glenmore and the 2 lane flow to Crowchild? The new roads will used &lt; 5% of the day? This decision ranks right up there with spending millions on the bike paths to circumnavigate the reservoir when perfectly good options are already in place that do not impact existing interest groups. 4. Logistics – where will people park? How will ambulances access Rockyview? Without a complete and detailed plan in place how can this be going anywhere? These reasons capture my views. I hope they will be heard. Lets do the right thing while we ask ourselves what agenda will be driving these projects. If it is the voting publics' say, you have my opinion. Thanks for listening.</p>	
Bus yes bus lane no	I've been in the area for 20 years - when we first moved there was talk of it then but we were told it wasn't needed as the area aged there wouldn't be enough ridership. So what has changed today? We have a mayor and a council that wants everyone to ride a bike or a bus and live downtown and scrap suburbia all together.	4/6/2016 14:48
Bus yes bus lane no	There once was a bus directly to Mount Royal but it was removed due to low ridership. It was a 56 bus that turned into the 420 (don't quote me on the route number) that went directly from Anderson to Mount	4/6/2016 14:45

	Royal. The neighbourhood kids that went to MRU and to Bishop Carroll rode this bus before. It did exist.	
Bus yes bus lanes no	<p>I have several questions - they aren't being answered at all or very broad brushed. Why does this BRT have to have dedicated bus lanes when none of the other BRT routes do? How many of the drivers on 14th during rush hour congestion are from Okotoks, High River and any other outlying areas? Won't the ring road address the congestion? What precautions are in place for the residents in the area considering this work is being done over high pressure oil and gas lines (I understand this project was strongly opposed by the Alberta Utilities Commission because of these lines). How will 4 lanes of traffic funnel onto a two lane off ramp to get onto Glenmore trail (this question was answered as - the bus will go on the shoulder - the shoulder on the off ramp is barely wide enough for a pedal bike, so how is it a bus will be able to fit)? What if I don't go downtown to work and need to go east on Glenmore - will I still be able to if the bus lane is there? A major part of the proposed route is now serviced by the 20 and the 306 BRT neither of which have more than a handful of riders on them - how will having this new BRT expand ridership to 1.2 million rides a year when the average person rides transit 18 times a month? There is talk of a low income, high density complex being constructed in the near future in Glenmore Landing, is the purpose of pushing this bus lane to reality because of that? If I take the 56 from Woodbine to Anderson and take the train to Chinook for work, will I be able to continue to do this? (this question was only answered with "we will be making enhancements to the community buses" - what does that mean exactly?). Why is the city insistent on using 2010 budget figures - maybe I should go back to paying the numbers I paid in 2006 for my taxes each month. How will this bus route NOT add time to my current commute with all of the planned stops? Didn't the city spend millions of dollars to widen Glenmore Trail (specifically at this off ramp spot) to ease congestion and now I have read that Roads management has said the lanes will be narrowed to accomodate the bus lane - what is the value in this? If the buses will travel in "regular" traffic lanes during non rush hour times, why is there a need for the dedicated bus lanes? Would it not make more sense to trial the route to see how many people would ride it before spending "\$40 million" only to find out that it isn't being utilized enough? The city has indicated that it cannot meet the transit needs in all of the communities now - so why are we bent on spending money for a route that already has several buses servicing it? Will it cost extra to ride this bus? Won't adding this dedicated lane simply push traffic off of 14th street and onto Elbow Drive and Macleod Trail and simply redistribute the congestion?</p>	4/6/2016 14:18

Concerns in Haysboro	<p>As a family who 100% support public transit, we do not support the SW BRT project. Demographics: Trapping neighborhoods such as: Southwood, Haysboro, Kingland, Kelvin Grove, and Chinook Park between two major public transit services (6-8 lanes on McLeod Trail &amp; now it would be 6-8 lanes on 14 Street), that are only 2 kilometers apart, less than a 10 min bike ride or a 20-25minute walk, and dividing our communities and the BEAUTY of the communities seems like a "senseless act". Once we remove the green spaces and construction starts it can never be undone. Use of the Space: I love walking my dog along the 14 Street dog-park, between Heritage Drive and Southland Drive. The chain-link fence provides a barrier, without the loss of beauty of the reservoir across the street. It is AMAZING at sunset! The warmth of the sun, the beauty of the park, and while listening to my music, the traffic is lost in the back ground. If we lose this land, 70 feet or more - and the wall goes up for a noise barricade, I suggest that anyone supporting this project should take a drive along Shaganappi Trail north bound after the Market Mall area... this is "feel" of what is to come... yuck - it's Ugly! I'll be walking behind an unattractive cement wall?! No thank you. We could also talk about the safety issues that would go hand in hand with this as well. Safety: I would not, as a woman in a large city, be walking behind a large concrete wall after dark on my own, with my dog or without. Suggestion: As a city with an international airport - we are one of few that do NOT have a train - rail - or subway system to the airport. Wouldn't it be a more economic and beneficial use of city tax dollars to provide a service such as this to the airport, especially from south Calgary? Suggestion: Shouldn't we wait and see what the traffic flow is like once the Ring Road completes? Work on this initiative first. Money: Why did we undergo 18+ months of construction that just completed on 14 Street at the intersections of Heritage Drive and also on 90 th Avenue if this project was approved for movement? Why would we then be spending the money on the SW BRT project to undo the costs of construction that just completed? How much did the construction this past year cost?</p>	4/6/2016 13:28
Ward 4 Citizen	I like where your head is at	4/5/2016 21:01
Add Feeders to BRT	<p>I live in North Haven and for the next 8 years - the 301 will be the closest BRT line (if it's even considered that) to my house. There is very little access to my house via transit, except for the 4/5 Routes. Those lines are fine, however they are very low frequency - especially past 5:45pm (some people do work until 6). If the existing route doesn't qualify for more busses - offer a connector along McKnight that takes us to Center Street. The other item is Market Mall is not very accessible by transit. The 20 &amp; 73/72 head south prior to Market Shaganappi. The new BRT line running East / West across 16th Ave - also is cut short before Market Mall. If planning for reliable transit includes: Shopping, Working, and Playing - I would highly suggested including Market Mall on one of the new BRT lines.</p>	4/5/2016 20:49



Mike	I support the South West BRT, and will use it. I do think that it's very important that there be safe and efficient ingress and egress for traffic and pedestrians accessing Rockyview Hospital/Eagle Ridge, Heritage Park and 90 Avenue. I'm quite content to leave that to our city's transportation department, who know best how to handle these things, but they need to have it top of mind (among other important items for the BRT).	4/5/2016 18:52
midtoad	since there is a considerable distance between brt stops, I would like to see bike racks on brt buses. This will increase the catchment area for this bus service.	4/5/2016 15:43
Anna	Open the benches up to a design competition for Calgary designers and artists and have knowledgeable people on the jury.	4/5/2016 13:15
Anna	The benches pictured in this rendering are not for human beings. They are for people who do renderings and don't actually take the bus/LRT. While they may deter people sleeping on them, after a long day at work, folks just want to be able to relax and lean back on a backrest, is that really too much to ask for? Make the stations humane and places for social interaction.	4/5/2016 13:14
Woodlands resident	I am fully supportive of the SW BRT! Long overdue! Our family uses transit regularly and this would improve commuting options greatly. Safeway is a good hub for the station. In our large family, we have commuters to Mount Royal, Heritage Park, Southland leisure center and 24th street on a regular basis and there is a great lack of transit accessibility to these areas. This will greatly improve commuting options. It will also provide access for other Calgarians to use the beautiful provincial Fish Creek Park and Bebo Grove. I really like the idea of the frequency of the buses. We need to embrace change and open our doors to the future. Change is tough but we must be forward thinking. If we can get our city transit to a level where it is easier to get around with transit than cars, we won't have parking issues! We seem to be afraid of strangers having access to our quiet and protected community but what about giving access to our children to the rest of Calgary - schools and jobs! Good job Calgary! Way to go!	4/5/2016 9:42
G @ Rutland Park	BRT is a great idea. I live very near to Currie Barracks and was originally concerned how a large increase in residents would affect the surrounding neighbourhoods. Now that I see the city is going ahead with its plans for the BRT, I am no longer anxious about the Currie Barracks development. While I may lose the opportunity of taking the 112 to downtown (a quick direct route from my stop), I won't mind walking the extra 8-10 minutes to the future Currie Barracks BRT station/stop. This will not be my first experience with a BRT. In Ottawa, I used the OC Transpo Rapid Transit system on a daily basis. Built similarly to an LRT line with dedicated roads for buses, I was able to quickly and easily travel to university, work, and home. The system also had stations at most large malls, some hospitals, the downtown core, the airport and Via Rail station. Because of their system, I did not need to own a car. <a href="https://en.wikipedia.org/wiki/Ottawa_Rapid_Transit...">https://en.wikipedia.org/wiki/Ottawa_Rapid_Transit...</a> I do have concern about the frequency of the buses. I hope that they will be more frequent than the current 15-30 minutes wait time for the 112	4/4/2016 19:46

	(oddly, the occasional 45 minute wait when a scheduled bus fails to show up). A frequency of 7-15 minutes (peak hour - non-peak hour) may be best between MRU (or Rockyview Hospital) and downtown. Alternate buses can travel the full distance to the final station. A peak hour fee may also be an idea. OC Transpo introduced it to cover the cost of extra buses, express buses, and encourage riders to travel during non-peak times. People complained at first, but it did help with rider congestion. Looking forward to the new BRT!	
John	I really think that public transit and private transit are bound to change, maybe merge real soon. If nothing else is done to acknowledge the possibilities, people will simply form groups to purchase self driving cars that could be summoned from their mobiles. Obviously, it would be far more sustainable if public transit had a major role in this transit revolution. I would like to see some acknowledgement of these possibilities in the transit plans. Perhaps allow vehicles from Car2go, taxis, high occupancy, self driving and maybe even toll vehicles into transit only lanes. Provide measures such as magnets or barcodes to help self driving cars in such lanes, perhaps investigate wireless charging at stops and intersections. Security cameras at stops could be used to dispatch on demand vehicles rather than rely on scheduled service. The SW area once benefited from an on demand service as part of the Blue Arrow program and I think with modern technology such as mobiles and GPS, that successful program could be done much better today. I think that the SW BRT is just fine but I would like to see some effort in adapting to new technologies rather than just increasing bandwidth on scheduled services.	4/4/2016 19:06
BRT Network	I think it will be important for all the BRT lines to have comparable service to the LRT lines in terms of frequency. None of the existing nonsense of 30 minutes during the off-peak with the small shuttle buses. Existing C-Train maps throughout the system (on trains, at stations, etc.) should be modified to include BRT routes as well.	4/4/2016 12:39
17 Ave SE	Since the 17 Ave SE Transitway is only planned to go as far west as 26 St SE, I think it is really important that you look at how the transition between the transitway and regular roadway west of 26 Street is designed. Right now, one of the biggest bottlenecks for the existing Route 1/305 is travelling eastbound approaching the light at 26th and 28th Street SE. Something like a bus priority queue in the exit lane onto southbound 26 Street might be one idea. Right now, this exit lane only lets you turn right onto SB 26 Street. It might not be a bad idea to allow only buses to cut straight through while regular traffic can only turn right. It would be a shame to build the transitway but have buses stuck in traffic trying to even get onto the transitway.	4/3/2016 16:28

doctorheil	<p>I would also like to point out that I have sent an email to Pincott two years ago stating that this project was not needed or desired. All Pincott did was to follow the lead of the city to limit engagement, become opaque and refuse to answer any questions sent to his office. I would also like to point out that there was a petition started by an Engineer in Lakeview against the Crowchild ramp onto Glenmore. That engineer (Truman I believe was his name) saw the design as incompetent: what on ramp would you design that cuts into a community then turns back at less than a 90 degree angle back onto East bound Glenmore? All of these people need to be removed from office in 2017 including Nenshi. Furthermore, the city bureaucracy that continues to build these incompetent designs needs to be replaced. Shall I even mention the engineering nightmares of Deerfoot?</p>	<p>4/3/2016 16:14</p>
Doctorheil	<p>I live across from Lakeview plaza. From 5AM every morning, the buses start rolling in and sit idling. This idling is low frequency vibrational noise that disturbs the most important time of sleep before waking. I have been complaining of this issue for several years with no improvements, especially for service that is not required? Have you ever been up and noting the ridership of the first bus out of lakeview? It is not economically feasible as it is basically serving one to five people, that is, a glorified and very expensive taxi service. I am sick and tired of having one bus after another idling from 5AM til 7AM. I thought the purpose of a bus driver was to drive the bus, yet all they are doing are drinking their coffee and reading while idling outside my house and nearby. For example, the first stop south of Glenmore typically has one to three buses sitting there, followed by the one at Lakeview Plaza, and additionally more often than not a bus sitting at Mac's while the driver gets coffee and reads the paper sitting there. These needs to stop now. I have measured the noise levels at my house and typically they are already reaching 55dB, sometimes at 4 in the morning. I cannot enjoy fresh air with open windows because of the constant noise coming from Glenmore/Crowchild.</p>	<p>4/3/2016 16:05</p>
doctorheil	<p>The Plan Calgary concept was developed to remove the centralized burden caused by moving a large number of people into the downtown core. This is even evident by the other main mistake caused by city planners moving light industrial to one area east of Deerfoot. These practices cannot continue as you see already that Deerfoot is a parking lot every day in the morning and afternoons. Yet, the city planners keep pushing, shoving more and more development into Calgary Downtown. The BRT concept further enables pushing and packing more and more people into a single area. This is the time to immediately stop further development in a centralized core and move to developing areas outside and evenly dispersed in the city to allow mini-downtowns around the city connected by LRT. In this way, people can move to a suburban area that is more central to their living environment. This and all BRT projects should be cancelled immediately, with development of mini-downtown taking precedence. Furthermore, to drive this implementation quicker, the tax rate on downtown cores should be</p>	<p>4/3/2016 15:36</p>

	doubled, if not tripled until the mini-downtowns are active and running.	
RH	<p>My wife and I are very disappointed with this proposal for many reasons. When 14th Street was being considered for an alternative route for the ring road the City and the then Alderman (Mr. Barry Erskine) held several open houses and Mr. Erskine visited the potentially affected residents on a couple of occasions. Once, the determination was made that this was not going to work we proceeded to settle in. We have spent almost \$ 200,000.00 in renovations since that time as we had decided that we would retire in this house. More importantly than our own interests we are against this for the following reasons. This project is not at all well thought out. Since the west bound lane closure at 75th Avenue and 14th Street S.W. it is a suicide run to get to the Rocky View hospital trying to us the 14th Street U turn route, which will get much worse with added lanes. Having extra traffic and lanes accessing Glenmore Trail will create total chaos during rush hour. Decreasing lane widths by 6" each is a real safety concern. 14th can be a scary drive. Rocky View Hospital has already become too congested and over developed. Adding a station here would increase many of the already existing problems. Parking in adjacent residential areas is already out of control and by law is not handling it properly now. I could keep going but will sum up with this final thought. At the very least this project should be put on hold until the problems on Crowchild Trail have been resolved. Directing addition traffic there now is just plain stupid. Also, the Ring Road should be completed so its effects can be considered. Thank you for this opportunity and your consideration.</p>	4/3/2016 13:37
Asking again.	Prevent drunk driving. Prevent sexual assault. Prevent vandalism. Prevent violence. In a city that has had a cab crisis for years you turned down Uber. Give us night transit so people enjoying nightlife can get home safely. It has been a great success in Vancouver, Montreal and many other cities.	4/2/2016 18:55
inner city resident	<p>Currently I am very pleased that I moved from south of fish creek to north of glenmore. traffic congestion was a primary reason for me to relocate, despite the heavy tax hit I am taking annually. I don't feel the south leg of the BRT is well conceived, for two reasons, which I will describe below: a) the existing 14th st road is very poorly planned and inadequate - prior to building a dedicated bus lane there should be some improvement made to 14th st. It is only two lanes near anderson, whereas it could be widened there affordably, and quickly, and should have been done so 20 years ago. Once 14th is upgraded to at least address its poor and inadequate infrastructure, then I could support a mass transit approach. b) inadequate ridership - the BRT will not capture enough ridership to dent the peak load on 14th, especially during winter or after accident where traffic comes to a standstill. The bus will only move quickly on the 14th st leg, the remainder will be blocked in both direction by any glenmore traffic. You will have a scenario where the busses are moving freely every ten minutes in a completely vacant lane, only to back up as soon as they approach glenmore (now the schedule north and south of</p>	4/2/2016 12:28

	glenmore will have very poor reliability and service). You will also create a situation where you build costly infrastructure and only 6 vehicles (busses) per hour use the new lane, while two lanes of car traffic are idling in traffic at the peak times looking at a vacant lane beside them that can't be used. This makes no sense because the people in the cars are the ones paying the taxes that allows the infrastructure to be built. Given my understanding of traffic behaviour and the volume of potential ridership, this plan is a really poor idea.	
BRT for you and me	I am finding the above confusing, could you please clarify what design stage the SW BRT is in? On this recently launched site, it is listed as being at a stage 4 conceptual design phase, but now one of the senior engineers is saying it is at a detailed design level? This is quite a jump in a short time and would not give time to consider feedback from this site. As I read through, many people are taking time to give excellent input, I hope this input is being considered as the project moves forward.	4/1/2016 22:58
dh	This spot is well hidden, demonstrating the real intent is not to Engage. It should be front and center if Council really wanted to engage. The costly marketing is not needed - ENGAGEMENT IS .	4/1/2016 18:10
TheVoiceOfReason	Agreed. In addition, a major un-addressed issue is what will happen to traffic flow from eastbound Glenmore onto northbound Crowchild? The on-ramp only holds about +/-20 cars. Once the SW ring road is built, enormous traffic flows will hit this interchange and they will have nowhere to go. I asked Barry Erskine this question many years ago, and his response was that the City had a plan. I still have yet to see a plan. Combining this problem with the SWBRT mess will only make driving worse for people south and west of crowchild and glenmore.	4/1/2016 16:40
TheVoiceOfReason	When I was offered a chance to sign the petition, there were no false pretenses, nor rumours. It was all based on fact and information publicly available.	4/1/2016 16:29
TheVoiceOfReason	I agree. A live forum/debate is much more useful and informative.	4/1/2016 16:24
TheVoiceOfReason	I agree that the Mayor's and the City's response, and efforts, to bulldoze this project through are very disappointing. It seems to be a pattern of unacceptable behavior, seen in forcing the bike lanes throughout the city and forcing a bike path through the Earl Grey Golf Course. All a tremendous waste of money to push a bus/bike commuting agenda. It makes me wonder if our City council or administration have ever lived in Calgary before. There's a lot more happening on Calgary roads than just commuting. Please consider those needs as well. Cancel the SWBRT and put interchanges on 14th St.	4/1/2016 15:14
TheVoiceOfReason	And I, along with many, many others, are fervently against the SWBRT, as it is one of the most costly and least effective possible solutions.	4/1/2016 14:57

TheVoiceOfReason	To start with, it is deceptive of the City to say it is publishing unedited comments when it completely excludes all written comments from the Oct 2015 city presentation of this BRT. It makes one wonder if it was done to hide comments that were even more damning than the overwhelmingly negative responses from the Feb 2016 presentation. This BRT is a horrible, over-priced, non-solution. It will make matters worse, not better. Cancel this BRT waste of time and money and fix 14th street by adding interchanges , so that all traffic is improved and not just for bus riders.	4/1/2016 14:42
Common sense calgary	The WAR on cars continues! No mention of route and how lanes will be taken away. Should the BRT be built? Yes. However, the duplicitous nature of putting bike lanes and bus routes on major arteries to INTENTIONALLY cause traffic chaos is hypocritical. Whats so wrong, with using the dam/alternate routes as a crossing instead of using Glenmore/Crowchild? Because it WONT block traffic flow. Listen hipsters, if you had any brains at all, you'll realize, as a delivery person, maintenance worker, builder and whole host of other professions, I'm not loading 2x4's onto a bus! Keep the roads open! I'm a taxpayer too! I wish I could vote for someone who'll kick the bike lane / bus pushers out of office. Thanks.	4/1/2016 8:37

robdickinsonAB

I would like to take the opportunity within this section to summarize some of the items I have mentioned in the other sections and to add some additional points. I will focus primarily on the Southwest Bus Rapid Transit section. Though, I would like to state that I am supportive of all these new BRT lines, improving transit service across the city as a whole, and improving the overall customer service of transit delivery. Bradbury Drive and Southland Drive intersection – the pedestrian crossing at this location has been a concern for residents in the area for some time. There has been concern about safety as it currently is not signalized and has not qualified for a pedestrian corridor based off its various warrant scores over the years. I am curious how the signalization of this intersection to allow for the BRT buses to access the dedicated transitway on 14 street will affect the other movements. Such as, pedestrians crossing Southland Drive to get to and from the bus stop on the north side and how it will coordinate with the traffic lights at 14 th street and Southland Drive nearby. I presume the type/level of signalization will play a role. I look forward to seeing more details on this intersection. Slip lane access to Glenmore Landing – this is a well utilized access point to Glenmore Landing and it looks like accommodating this access is incorporated in the planning of the transitway. Pedestrian Overpasses – while not directly part of this project, pedestrian crossings along 14 street and 90 th avenue are important and opportunities to have overpasses installed should be considered. A 90 th avenue overpass will connect to a key location at Glenmore Landing and Heritage Drive is already an unfriendly movement pattern for pedestrians and cyclists despite it being connected to the regional pathway system and heavily utilized. The plans indicate that the pedestrian overpass at 75 avenue will be maintained with adjustments based off alignment of transitway and roadway. Also, the pedestrian overpass at 54 avenue looks like it will be replaced (much needed) as part of the SW ring road downstream impact projects. It is important to make sure pedestrian access and accessibility for all is a priority. Multi-use pathway – installation of a multi-use pathway on the east side of 14 street from Southland Drive to Heritage Drive would be a great addition. Currently, the sidewalk that runs along there is not good for shared space. While people ‘make-do’, it is a high conflict zone between users of the off leash area, walkers and cyclists. Frequency and Connections – the BRT routes should have a high rate of frequency. I would suggest 7 minutes or better during peak times and a maximum of 15 minutes during off peak times. Also, it is vital that current community connector routes connect with bus stations along the BRT routes to enable easy connection from all communities along the route. The buses on the BRT route should have bike racks on them to provide more options to users of the system. Station Design – they should fit with the surrounding area (residential, commercial, or historical). Ultimately, they should look good, be built to last and be functional and practical. Lighting, security features, enough seating and protection from weather elements are important. Bike storage should be incorporated. Parking – there is not a need to accommodate additional parking. The improved bus service

3/31/2016  
17:21

	<p>will be accessible to residents along the route and strategic planning related to connecting community feeder routes to the BRT system will reduce the need to drive. If someone wishes to park n' ride they will more likely connect to an LRT station. In the event parking by people that 'don't live there' occurs, there are various options within the residential permit parking program that can be implemented. Way-Finding signs – I would like to see these incorporated at bus stations to assist users in determining whether a BRT would accommodate their travel plans. Perhaps highlighting key locations along the route would be helpful; this will assist those who are not as familiar with using transit and improve their level of comfortableness with the system. Heritage Park – it would be great if access from the SWBRT to the Heritage Park tram could be convenient and accessible when the tram is in use during the peak season. Separation – it makes sense to separate BRTs from regular traffic where possible, such as, using the shoulder lanes during peak times as required. Along 14 street SW, where the BRT will stop at three existing hubs, it is important to maintain the separation from vehicle traffic. This will not only benefit customers of Calgary Transit by providing a fast, efficient and reliable service, it will also benefit vehicle flow along the roadway. street SW. I don't see this particular movement being problematic. The bus will have a dedicated light and the frequency of the bus would be less than the current situation with vehicles accessing 14 th street from 75 th avenue on the west side. There also does not seem to be any obvious concerns with emergency vehicle access once the transitway is built. I trust that the City and Rockyview Hospital are in discussions on this topic. Once again, the BRT projects as a whole are important and are valuable additions to our transit system. The SWBRT will improve service to existing key nodes that will continue to become busier: Currie Barracks, Mount Royal University, Rockyview Hospital, Glenmore Landing, and the Calgary Jewish Community Centre. It is unfortunate it took years to secure the funding, however it is great that these projects are now moving forward.</p>	
Lakeview resident	<p>You are entitled to your opinion and others are entitled to disagree. Our officials are employed to make decisions on behalf of all Calgarians, not just the ones who are the loudest. I am fervently in favour of the SWBRT. I am thankful our officials are listening to me, too.</p>	<p>3/31/2016 16:30</p>
Toasty	<p>I take it you attended the meeting? I know I attended and at no time was there ever stated that there was a sign in sheet. There were several boards with information and there was a table where I and others that I attended with had the opportunity to sign the petition. The person that was stationed at the table clearly stated that the petition was asking for city council to reconsider the project. Is there evidence that you can post of the past documents? The report that was on the transportation website and has since been removed indicated that the "Key Stakeholder" were Currie Barracks, MRU, Rockyview Hospital &amp; Glenmore Landing. There was no mention of consultation with residents or community association stakeholders. As I stated &amp; still stand by the City of Calgary did not adequately</p>	<p>3/31/2016 15:49</p>



	engage the residents of affected communities and give the opportunity to comment on any Transitway. Last I heard it was proposed that 14 Street would be an 8 lane freeway.	
Mark Soehner	Yes .... they should be here.	3/31/2016 14:05
BlairCalgary	Ready to Engage is the machination of a taxi company and an aspiring politician who have brilliantly tapped into local resident's fear. The dissemination of wrong information was helpful. He'll make a great politician.	3/31/2016 13:13
Jason	I'm sorry but having someone come about and say "sign the petition" before the hundreds in line got to enter and then having the same person tell the rest of the line on your way out "this is the sign in sheet. City sanctioned. You must sign to enter" and asking a couple to leave because they refused to sign.....I'm sorry burnt....sorry toasty...autocorrect....thats being tricked. I have A handful of neighbours that have contacted the returning officer to request their name removed from "the petition" As for the rest of your false claims, I still have my original package for the information sessions at the southland leisure centre well as multiple councillor blogs about the project from community newsletters that clearly state the intentions and intended timelines of the projects. Slightly later than where we are today in fact. As soon as i showed some of the past documents to some of my neighbours in woodbine and woodlands, they contacted the returning officers to remove their name from "the petition" stating they were falsely informed we hadn't been engaged period	3/31/2016 12:49
Jen in Woodbine	Fully supportive of the SW BRT! Long overdue, and I'm happy to see that it can be done within existing disturbance. I commute downtown and usually either cycle or drive as transit was the longest commute time. This will greatly improve commuting options. I'm disappointed that activists have hijacked the process and have even taken to spamming my mailbox with misinformation. I am an environmental scientist and I reviewed the Stantec report quite critically and did not find any issues with it!	3/31/2016 12:07
City lying to us.	Which is it city, engaging with Calgarians or moving forward? Can't do both. Good Morning name removed, I received your 311 Service Request 16-00262130 regarding the Southwest BRT Project and in response to your question, we are moving forward with the project and detailed design is currently underway along with some geotechnical site investigations. We have launched our online engagement portal where you are able to provide feedback on the project at <a href="http://engage.calgary.ca/brt">engage.calgary.ca/brt</a> . Please feel free to add your feedback there as well or you can also call 311 to provide feedback on the project. Please let me know if you have any other questions regarding the project and I would be happy to answer them. Thanks, Howard Kai, P.Eng., PMP	3/31/2016 11:56

Robyn in Woodbine	LAV - one bus only, eh? Yes, of course I am referring to rush hours, as that is when I am on transit. I don't take the same bus, at the same time every day. My schedule is not like clock work, so I have been on a variety of buses at a variety of times over rush hour, and yes, 80% of the time, it is mostly full. Don't try assuming you know what my personal experiences are. This is what I see. And yes, I am fully supportive of this project and will be a regular user of this route. And I am not alone in supporting this project.	3/31/2016 9:38
Engaging us	I also think we need better access in the NW to places such as the foothills hospital. A direct route from Bowness to the foothills hospital.	3/31/2016 5:19
Alis	Hi there, I just moved from UK and I really want you guys to adopt or add this feature which I seem there, there must be a stop reminder voice in each bus which would tell passengers which stop it's going to come and which road we are on so this would be so much easier for all the passengers specially new arrivals in this city whom doesn't know much about places, I seen so many ppl who forgot to came off on there particular stop just because there were nothing to guide Lastly kindly put some signs on each stop so we could find out about the particular stop, give it any name or road name or Avenue number so at least we could read the stop sign Thanks and hope you consider my idea Regards	3/30/2016 23:45
Toasty	nobody was tricked into signing the petition. It was made very clear to me when I signed. The only trickery is from City Council not engaging residents in the SW Transitway. Neither me nor any of my neighbors recall any notice or opportunity to comment. I also read my community news every month and do not recall Councilor Pincott ever publishing anything about the Transitway until it became newsworthy in December 2015.	3/30/2016 22:37
Bryan	I recently used the train with my 17 month old son in a stroller. I am new to using the transit in Calgary with a toddler. I ran into two accessibility issues. First, I had a stroller and needed to use the elevator at Dalhousie. As you know, I have to call first. I did that and the operator apparently engaged the elevator. It never came despite pressing the button and I decided to use the escalator. This is very inconvenient and a barrier to using the train. Second, I went board the train not realizing that several door ways will not allow access due to a pole in the centre of the door. Both of these barriers are a deterrence for using the train and likely a real challenge for persons with disability.	3/30/2016 22:12
Disappointed in SW	I am adamantly against the SWBRT. I have written letters to Mayor Nenshi as well as Brian and Colleen. I have left messages for Brian Pincott to call me so I might have the opportunity for discussion. I have called 311 to voice my opposition and asked for a response regarding my concerns. Have I ever received a response from anyone at City Hall? No. I don't feel a need to elaborate on the many serious concerns with this poorly planned project as I see many other people have already pointed out the problems with this plan for the SWBRT. The majority of people (residents of SW Calgary and tax payers) who have written responses to this forum have eloquently outlined the concerns with this project. I wholeheartedly agree with	3/30/2016 20:59

	<p>the problems of traffic congestion, budget, interrupted access to one of Calgary's major hospitals, emergency services negatively impacted, low ridership, losing green spaces... need I go on? No. The real problem is... our paid officials who are employed to make decisions for the city of Calgary and serve the residents of our communities are busy employing their own agenda's. The democratic process that has served the residents of Calgary in the past has been "cancelled". This virtual form is not useful and is further allowing City Council and our Mayor to ignore valid concerns about this project from residents who deserve a voice. Progression of this ill-conceived plan is a travesty. Please build the much needed SW ring road. If there remains a need for transportation issues after that then let's have some discussion. Remember City Council... you are supposed to be "working to improve mobility choices for all Calgarians" not working your own agenda's. Please re-engage with the citizens of Calgary and stop this "dictatorship mentality".</p>	
CarolS	<p>We are currently very underserved by transit in the SW and the BRT project is a positive step in resolving this issue. I applaud and support the SW BRT. Thank you to the city for finding a way to continue to seek feedback and input from ALL residents. This is a very thorough site with lots of valuable information and options for feedback.</p>	<p>3/30/2016 19:13</p>
Lakeview resident	<p>If you start taking the bus, it will no longer be empty.</p>	<p>3/30/2016 17:33</p>
Lakeview resident	<p>Councillor Brian Pincott or one of his assistants have replied to every message I have sent to them. I'm sorry you and amazon warrior have not received the same level of service.</p>	<p>3/30/2016 17:29</p>
Lakeview resident	<p>Your comment applies to all websites that allow anonymous reviews. Given all the negativity on this forum, I find it hard to believe you think the contributions might be bogus. Simply read the feedback and take it for what it's worth. If the arguments make sense to you, accept them. If the arguments seem unreasonable, reject them.</p>	<p>3/30/2016 17:23</p>
Glenn Johnston	<p>Two separate comments. It is indeed disheartening to watch the Mayor and his council colleagues try and discredit the feedback from the Ready to Engage group. Rather than spend their energy doing this, our citizens would be better served if they meaningfully addressed the questions and concerns that have been raised. The give the impression that all they want to do is defend poorly conceived project and show no indication of willingness to rethink the plans. As the long awaited leg of the SW Ring Road gets to final design and then execution, please consider provision for incorporating some kind of Rapid Transit system. I realize that various levels of Govt. jurisdiction are involved, but there has to be a way to incorporate public transit modalities. Real estate for such development is hard to come by. Plan for the long term.</p>	<p>3/30/2016 17:13</p>
Lakeview resident	<p>I, too, live in Lakeview, but I realize the city is bigger than one community. There are many other communities that will benefit from this service and the inconvenience to Lakeview is minimal. If you read the Stantec report, you will see that the planners considered three ways to get from Crowchild Trail onto Glenmore Trail. None of the options is ideal, but the bypass lane is considered to be the best. It's</p>	<p>3/30/2016 17:11</p>

	just unfortunate the planners were unable to find a way to include a BRT stop in our community.	
Jason	Am very supportive of the SW BRT project. However, to see first hand people being tricked into signing the ready to engage petition chokes me. I had a gentleman present the petition to me before the doors even opened. As i was leaving, the same gentleman that asked me to sign the petition, along with another gentleman and a female were working the line, stating that it was a city sanctioned sign in sheet. At one point, even asking a couple to leave if they didn't sign the sheet.	3/30/2016 17:07
Lakeview resident	Please consider all options for including a BRT stop in or near the community of Lakeview. The lack of a stop appears to be an oversight. One option would be to have the bus stop on the Crowchild Trail bridge over Glenmore Trail. This would work in both directions. Even better would be to add a stop at Lakeview Plaza before returning to Glenmore Trail. Thank you.	3/30/2016 16:28
Mark Soehner	I know from my personal experinece that "we're seeing and receiving all comments" is not a true statement. Mark Soehner, Haysboro	3/30/2016 15:14
Mark Soehner	My three positive comments posted on the 24rd March have disappeared. Interesting how that can happen.	3/30/2016 15:00
Lakeview	I live in Lakeview, and I am surprised that a fellow lakeview resident would think that a small lane that is located only metres into the community would 'destroy' the community. I have more faith in this community, and I know that it isn't that fragile. Do you really think so little of Lakeview that it would be 'destroyed' by this?	3/30/2016 12:44
Mark Soehner	I posted three comments back to back last week. Looks like they have been deleted by the moderator, rather than a comment made by the City. I live in Haysboro.	3/30/2016 12:12
Scott	Looks like a great project	3/30/2016 11:39
Ann	From what I can tell from the maps in the Stantec Report, the dedicated bus lanes built on the west side of 14th Street between 90th Ave and Heritage Dr. will mean widening the roadway on that side to accommodate them. How will this impact the existing wetland that at one point sits very close to the roadway already?	3/30/2016 11:36
Josh	Glad to hear! Thanks.	3/30/2016 10:28
Haysboro Resident	Are there any plans for a pedestrian overpass to Glenmore Landing? Currently you can't step off the sidewalk before the red flashing light starts to cross 6 lanes. I'm concerned that adding another 2 lanes will deter walking across the 8 lane area with children in tow.	3/30/2016 10:03
Barb	Our mayor's response was so disappointing and dismissive. I am not even fully opposed to the project, but feel the City is not listening to the concerns/questions from residents. Many residents simply need full - budget included - answers to their questions. Others would like to feel the plan will be modified to address concerns raised by those most closely affected by the plans. What is the rush? If the provincial money is the trigger, ask for a delay to consult/fully inform taxpayers. The City of Calgary needs to get this right.	3/29/2016 22:12

Becky	the vast majority of residents do not support the SW BRT as it is currently proposed. This is being crammed down our throats by city hall and the opportunity for input is being limited by our elected official, Mayor Nenshi, who has forgotten he works for us and not the other way around. We should all remember this come election time. City hall- do what is right. Listen to the residents. This is not needed. Add a few big buses during peak hours going to MRU. Do not come down 24th Street and cause noise pollution for the communities of Woodbine & Woodlands. The ridership simply doesn't exist. The Community's maturity is not such that it's at the stage for redevelopment. Don't mess with Fish Creek Park access. It is a crown jewel and why most of us live here.	3/29/2016 21:01
Ann	I am seeing a lot of activity on the west side of 14th Street, surveyors mostly. Nothing on the east side. Is there an issue with the ATCO gas line? There was supposed to be hydrovacating going on for weeks now.	3/29/2016 18:42
EWS	Reopen the community townhall and leave Nenshi at home	3/29/2016 18:24
Larry Moser	The SW BRT is a waste of money. It will not be needed after the SW ring road is completed. And after you go ahead with the SW BRT, in spite of the fact tax payers are against it, you will then want to add your bike paths. You are totally out of touch with the people who are paying for this. [personal information removed]	3/29/2016 17:36
SB	The city needs to cool its jets, put this project on hold, and go back to rethink what they are proposing. The 14th street BRT is not thought out well. The costs are grossly underestimated. There is a lack of transparency and openness from the city. The city including the mayor should be working with the residents and having an open and honest dialogue instead of shutting people down and moving the "communication" to this type of forum. As I commented on a different topic the top of this web page states Meaningful dialogue. Informed decisions. The conduct of the mayor does not align with this. It's shameful how the 14th street BRT is being handled.	3/29/2016 16:22
Oakridge Resident	Please, please finish the ring road first. Deal with the nightmare traffic on 14th and the Glenmore flyover before worrying about the BRT. The ring road makes perfect sense, the BRT does not. The ring road is far more important to keep the traffic moving around the city. How can we move the people when we can't keep the traffic moving? We are getting a double whammy with all the construction for the ring road and now this BRT, which I have never heard or seen a thing until December 2015. Nothing and I repeat, nothing has ever or was ever delivered to my door regarding the BRT and I am a long term resident. Please leave Glenmore Landing and everything that is Glenmore Landing alone as it is a nightmare already just as it is. There is no parking there now and there is no BRT. The cars from all the BRT people will just use this lot as their parking lot along with the Jewish Centre across the street and all over the neighborhoods. Do the right thing and build the long long overdue and awaited ring road, then if it turns out that the BRT is actually needed, then so be it. Please do not delete this just because I do not agree with the city.	3/29/2016 15:28

Concerned KG Residen	I could not agree more with all your comments. Unfortunately I suspect the City is not interested in our arguments, and this page is just a way to divert our concerns. While I support the principle of improving our transit system I feel the City has failed in so many ways to develop a reasonable and flexible approach. The havoc and danger that will be created in 14th. street, especially in the winter, will prove to be a disaster. HOV lanes are something this City seems never to have utilized. Why, for example, do we not make the current Crowchild Trail bus lane into a HOV lane? This would be an easy thing to do as a test of feasibility.	3/29/2016 14:43
Censorship	I am worried that the city is screening the form and deleting undesirable comments. Just another way to get what they want without full public consultation	3/29/2016 14:42
Annie	I think the mayor answered that earlier this month with his embarrassing and unstatesmanlike comments in the Calgary Herald. "If they want to keep yammering on about their hurt feelings or they want to keep trying to get people riled up they're welcome to do it, but they're not getting any response from the city on it."... fade to black. This entire exercise is just another box ticked off on his Engage policy checklist. Shameful to say the least.	3/29/2016 12:49
joannie	I think its important that all BRT routes connect to the nearest hospital depending on where you are in the city. There should also be some sort of rapid transit route to connect the SE , SW and NE to the Childrens hospital and the foothills hospital from a central lrt station in the each city quadrant. It takes me 2 hours by bus one way in the SE to bring my child to the children's hospital for appointments . 4 hours of travel time is unacceptable.	3/29/2016 12:08
Josh	My question is easy, by comparison to most. I currently live in Haysboro, and have a dog. We like to take her to the off leash park located on the east side of 14th, just north of Southland (over top of the ATCO pipeline). The maps that I can find seem to show the transitway on the west side of 14th, but the text description talks about widening into the green areas of the transit corridor. Will this affect the off leash area? If so, are there any options other than modifying it, as the park is pretty heavily used? Thanks.	3/29/2016 12:07
Mcl	Where are the answers the City has promised? Citizens are being duped into submitting concerns and questions as a distraction and the City has no intention of responding to any of them. If you look at 'what we've heard on the SWBRT' you'll see that 80% + of the comments are negative and/or ask about severe concerns with the project. Has the City responded to even one of these? NO! More than 2/3 of respondents have indicated they are not satisfied with the information or the method of "engagement". Will the City make adjustments in hopes of providing the information that people have requested? NO! They will proceed as if everyone loves this project because they have a hidden agenda and just want it done. When taxpayers have wasted > \$100 million for this unnecessary project, those same politicians will be long gone.	3/29/2016 10:46

113 messages	We now have over 100 messages with many questions under each message. When is the City going to start answering these questions? Are we talking to ourselves, is this what the city views as consultation, put up a website and ignore it? Calgarians who pay taxes are waiting and anxious for answers on our questions. To Councillor DCU, when are you going to start answering specific questions from residents of Woodbine, I have been waiting for 2 months for a simple meeting request on the terminal to go into woodbine football field.	3/29/2016 5:02
T&T SPC, April 20	The City T&T (Transportation and Transit) SPC (Standing Policy Committee) meeting of Council's next scheduled meeting is Wednesday, April 20. It is very important that anyone wishing to comment on this project ATTEND. Every citizen gets 5 minutes to let the T&T SPC of council know what they think of this project, how it will affect their neighbourhood, community and City. Should you not feel the budgeted amount of \$4 million for a 400 meter long, two bus width tunnel under 90th Avenue where copious amounts of City infrastructure is and it always floods is not enough, and you think the \$4 million will turn into \$40 million for that tunnel tell them. Should you feel the Cities ridership estimate of 1 million riders a month (more than the West LRT actually uses) is a false expectation to justify this incredibly expensive white elephant let the T&T committee of council know. Should you feel the City is saying no park and rides are required for the 1 million/month riders to simply make this project more appealing, then put the parking lots in after all the infrastructure is in place due to residents around the 150 foot station are complaining about all the bus riders taking their street parking up, let them know. The parking lots can be placed in any of the city owned parks along the rout starting in Woodbine. Should you feel this project will take up too much green space such as the dog run along the east side of 14 street in Haysboro and South Calgary let the City know. The dog run at the East corner of 14 street and Southland, South/East corner of Pump Hill will also be severely curtailed, let the city know. Should you feel this project is simply a densification grab by Mayor Nenshi, Councillor Pincott, DCU, Wolley, Farrell, Pootmans and Carra because then lost their Secondary Suite issue, let the T&T meeting know on April 20 @ 9:30am in city hall. Should you feel Mayor Nenshi overextended his reach by cancelling public meetings due to the public asking difficult questions to Councillor Pincott (his job), let the T&T meeting know. Should you feel the Mayor insulted most Calgarians by suggesting the Calgary Police Service investigate Calgarians who showed up to a public meeting they were invited to by the city to discuss legitimate concerns they have regarding the BRT, let the T&T committee know. Should you feel in only Banana Republics and third world countries do you see a Civic leader suggest to their armed forces they should investigate their citizenship because the citizenship does not agree with the Civic leader, let the T&T committee know how and what you feel. That is called suppression.	3/29/2016 3:53
Who else but Brian	This whole mess has Brian Pincott and his spend first think later fingerprints all over it. More Bikes more busses.	3/28/2016 21:46

Born in Lakeview	Why come into Lakview? Waste of money and destroys the community. No need. Lakeview doesn't need tHe buss support? Waste more money. City is good at wasting tax payers money!	3/28/2016 21:24
Bod Rangzen	I meant people from Centre street around McKnight find it easier to go all the way to downtown to go to NE or to NW. There is no bus that goes across McKnight	3/28/2016 20:05
Bod Rangzen	crosstown bus across John Laurie to Mcknight to NE Calgary will be nice. Currently, people find it easier to go all the way to downtown Calgary to catch ctrain to confirm Mcknight and Centre Street to castleridge area. Crowfoot to Mckinght /west winds station via John Laurie and Mcknight will help with that.	3/28/2016 20:03
LAV	80% of the time people are standing on the bus to Southland from Woodbine. Maybe one bus during rush hour but during the day and evenings they are empty.	3/28/2016 19:28
LAV	Seriously. Turn parks or soccer fields into parking lots. Obviously a comment from a couch potato who doesn't leave the house and doesn't have kids involved in sports or has ever been involved in sports themselves. We are lacking in facilities such as the Woodbine soccer fields and it would be a crime to turn it into a parking lot.	3/28/2016 19:26
woodbine soccer fields	a perfect spot as that is the terminus/start of the route. There are way too many parks in Woodbine and some should be turned into parking lots.	3/28/2016 15:55
Robyn in Woodbine	I'm just curious Tom P - what LRT parking lots are fairly empty? I park anywhere between Heritage and Anderson stations, and if I'm not there by a certain time, they are full (not including the areas where parking is reserved).	3/28/2016 15:10
Robyn in Woodbine	I am very supportive of the SW BRT initiative. I have taken the time to read the materials provided on the website, and am satisfied that recommendations have been made by experts in the field, and approved by Council. I have taken the bus to and from the Southland LRT station, and I would offer that at least 80% of the time, the bus is full with people standing in the aisles. I believe that the ridership is there to make this a viable route. In addition, providing a direct route into downtown will eliminate multiple, disjointed connections to walk to the bus, get to the train station, walk to the train, wait for the train, stand on the train, walk to work, etc. I would much rather enjoy a single route where I could sit and enjoy the ride into work to read or listen to music, rather than multi-modal, disjointed connections. Citizens said in 2015 that they wanted investment into transportation/transit. This will improve our transit options. Will it really cause havoc on 14 St? No, I don't believe that it will. Once we get the SW Ring Road built, a lot of traffic will be diverted there because 14 St is currently the first N/S route for traffic. In the long run, the impact will be negligible. There are many people who oppose this project, but they DO NOT speak for everyone. I am fully supportive of the project and believe Council and Administration is doing right by citizens to include this new route into our transit system! As a city of 1.2 million people and counting, we need choice and convenience. We are not all mercedes driving rich people. I am an average homeowner, with a single car shared between my husband and I, and I take advantage of	3/28/2016 13:22



	our transit system every day. I want to thank City Staff for providing this opportunity to comment on this project. I am dismayed that citizens have ruined future opportunities to have public open houses. But I am not surprised. I support the move the Mayor made to bring this online. No one deserves to be treated poorly the way staff were treated at the Feb 23 session. I look forward to having this route as my preferred option for commuting into downtown. Thanks City of Calgary!	
Lea	Add PARKING at strategic locations to increase ridership. Connector buses are often inefficient. Increasing ridership will help reduce the huge tax burden of transit in this City.	3/28/2016 13:00
Mary-Anne	This anonymous online communication "discussion" is not a discussion at all. It's a very un-democratic idea. We cannot see the participants and so, both for and against, contributions could very well be bogus.	3/28/2016 11:49
Concerned Woodlands Resident	I attended the public meeting held at the Woodlands Community Center in late February 2016, and posed several questions to the city and engineering company staff that were in attendance. I didn't find the responses I received being particularly well thought out. Travel time – I was advised that there would not be any travel time saving in getting downtown relative to using a bus/C-train combination. Based on this, what would motivate me to take this transit solution over what we have in place right now? The response I received was I wouldn't have to change from a bus to the train – one mode of transportation would get me downtown. That assumes that I walk to the stop to catch the dedicated transitway bus and don't have to transfer from another bus or take a vehicle to catch a transitway bus. This answer doesn't make sense for anyone that is outside walking distance to the transitway station(s). Bottom line – no time savings or true convenience benefit to the user. Parking – Many in attendance that lived in close proximity to the stations expressed concern about transitway users blocking the streets with parked cars during the day as there is no plan for parking areas at the transitway stations. The solution proposed was to put in place a permit parking system for the areas around the stations. This is highly inconvenient for the residents, their guest and service providers that should be able to park in the area. The other aspect to this that makes absolutely no sense at all is that by restricting parking you will be restricting the use of the transitway for those that do need to drive to a public transportation hub. One of the solutions I was provided was that users could ride a bike to the transitway station. Really? Dressed in a suit in the middle of winter do you really believe people will ride a bike! Ridiculous. Bottom line – lack of parking and the use of parking permit systems will negatively impact the use of the proposed transitway. Bus only lanes on 14 th street – It is readily apparent that 14 th street needs additional capacity, but why dedicate the additional lanes to buses only? The city's information suggests there will be one bus every 10 minute in peak hours. That's not a lot of traffic on a dedicated lane. Make them HOV lanes! You could even specify a high passenger requirement, say minimum of three passengers. Bus	3/28/2016 10:06

	<p>only lanes will result in poor utilization of the capital being spent to widen 14 th street. High occupancy vehicles will not significantly impact the travel time of buses. In fact, buses on other routes could also benefit from an HOV lane on 14 th St.. If the transitway is the white elephant that suspect it will be, the additional HOV lanes will provide much needed capacity on 14 th street for other users. In these times we need to ensure we get the biggest bang for our taxpayer dollars and provide the greatest flexibility for future use of the road way. Bottom line – as proposed, the widening of 14 th street for transitway buses only is an inefficient use of capital. Cost – My understanding is that the cost of \$ 40 million that is being put forward DOES NOT include the cost of a underpass that is being proposed at 90 th street. I have a hard time believing that \$40 million will cover the cost of this project even without the inclusion of the underpass. How old is the cost estimate and what is its confidence limits (i.e. +/- 25%)? Cost overruns due to outdated estimates and increased costs due to major scope changes not contemplated in the cost estimate(i.e. underpasses), give me even greater concerns that the project, as currently conceived, will have mediocre cost/benefit characteristics at best. Impact of the SW Ring Road – Will the construction of the SW ring road change traffic patterns and create opportunities for better transit service to the Mount Royal University area? Why not keep the SW transitway project flexible and cheap for now through the use of HOV's lanes on 14 th St., rather than spending big bucks now for dedicated bus lanes and underpasses. Flexibility for future changes in traffic and public transit ridership has value. A project that has a significant risk of being a white elephant puts my hard earned taxpayer dollars at risk. Bottom line – in my view there is a cheaper, lower risk, more flexible way to construct a public transit project to serve the southwest area. As a city of Calgary taxpayer, I expect the biggest bang at the lowest risk when my tax dollars are being spent. I do not believe that this project in its current format provides that performance and I look to my elected officials and municipal staff to seriously look at how this project could be modified to give us a better and more flexible project.</p>	
Concerned Haysboro Resident	<p>Finding this page was not an easy process. Maybe by design or on purpose. Please make it easier to get to the feedback and comments section. I live in Haysboro close to the proposed BRT 'upgrade' to 14 Street. The original plan and study are years old and things have changed a lot in the mean time. Is ridership going to support such a grand project?? Probably not at this time. What about the congestion of traffic at 75th Ave where the buses transition into the normal travel lanes. My understanding is that buses will have priority at the lights. This will do nothing but add to the traffic backups already happening in the area. All in all I would the members of city council to reconsider this ludicrous plan and send it back to the drawing board. I attended the February 'consultation' so famously referenced by Mayor Nenshi. I my opinion it was not a consultation on the overall plan, rather is was about the decorating of the proposed bus stops. Tthe story boards were already in place showing the routes and there were story boards asking my preference on color and style. That's not really</p>	3/28/2016 9:57

	<p>what I wanted to be consulted on! It appears to me that city council is going to go ahead with the plan regardless of the implications to the cost and impact on the surrounding neighborhoods. I believe this is the first step in a longer range plan that will include transit friendly urban development (high density residential) along the 14street corridor. Councillor Pincott is strangely quite on this aspect of the plan. Although I am not associated with the Ready2engage group, I am thankful that the group brought focus to this plan. My letter to Mayor Nenshi, where I expressed my concerns has gone unanswered, and I suppose ignored, yet he feels it necessary to take his opinion to the press. On that note, cancelling further 'consultations' is unfair to the people of Calgary. Maybe the Mayor and his council should attend the meeting directly rather than putting city staff in the spotlight. After all, the council and mayor are going to make the decision not the staff. The council should put themselves in front of the general public and hear the concerns directly. Stop hiding behind city staff. I signed the ready2engage petition, knowing full well what I was signing, yet mayor Nenshi denigrates and dismisses the petition on rumors of false pretenses. Time to name names mayor Nenshi. Tell us what and where you got your information. I will show my support and base my voting decision on the outcome of this ill conceived project.</p>	
another thought	<p>Very large 150 foot stations, heated, lighting, payment stations, announcements, washroom in some instances with janitor room, do not mix with residential areas. Having two of these for instance between the two parks in Woodbine, with a bus constantly idling and spewing diesel, takes from our quality of life not add to it. Obviously the City will eventually put in parking lots, again taking from our quality of life, not adding to it. Just how stupid does the City think we tax payers are, that no parking lots are required? Where do all these riders you profess are going to use these busses park, you can fool yourselves they will walk, ride a bike, but don't try and fool us the residents. These bus stations will attract our children to them vs. the sports field where i want them playing. Put in a trial run with one dedicated bus to MRU if that is your concern, spending 100 million of foolhardy because its raining dollars from the provincial govt. is no excuse to waste tax payer dollars.</p>	<p>3/28/2016 9:39</p>
dogmelissa	<p>I would like to see some plans put in place to allow more bikes to be moved on transit in general, particularly non-standard bicycles and/or bikes with child trailers. As a parent of a young child, I would like the option to ride my bike to a transit station (LRT) and be able to take my bike and trailer on the train to continue to use my bike beyond where transit goes. As it stands now, my single bike trailer does not fit through the doors at the end of the LRT where bikes are supposed to go, but I'm not allowed to enter through the wheelchair doors in the middle. Also, having to detach the trailer due to the width of the car and length of my bike + trailer is a major problem - one that's impossible to overcome. A tandem bike could fit through the door, but is too long. A recumbent may have problems with length also. An adult tricycle would also have trouble. Also none of these bike fit on a bike rack on a bus - nor will a child's bike, which means that if I go out</p>	<p>3/28/2016 9:08</p>

	with my child on their own bike, transit isn't a good option. On the BRT buses, what concessions are made for bikes? Passenger capacity is much higher on the dual-length buses but only a double-bike rack that only fits a regular adult bike is very limiting.	
Donkers	I don't mind the noise from buses. I have better and more important things to focus my time on	3/27/2016 20:46
Haysboro Resident	It's clear even from this site you've already decided this project is going ahead, no matter what. Even so my thoughts are: -this is too expensive for what we're getting. If we had a dedicated bus lane all the way from Woodbine to downtown, maybe this would be worth it. However having the busses mix with regular traffic off and on is going to do little to speed things up. -the underpass at Glenmore Landing seems overly expensive and ridiculously unnecessary. What's the point? Particularly when the sides of the road are already quite wide. Is a bypass lane not an option here for busses? -ridership levels don't seem to be there. Will they come eventually? Maybe, but you're taking a very big gamble with my tax dollars. I have yet to hear even one of my neighbours beg for more bus service out of the SW. -how will all this BRT business change when the SW Ring Road is complete? Why would the city not move forward with the Ring Road portion FIRST, then see how that changes traffic patterns and usage on 14 St, then finalize the BRT plan? It seems we could be spending a whole lot of money to put in BRT infrastructure that becomes less necessary when traffic levels shift to the Ring Road. -It's very disappointing you cancelled public open houses on this matter, and rather shameful the city slandered the Ready to Engage group by saying they had committed verbal and physical assaults, when in fact that was not true, as the Calgary Police investigation found no truth to these allegations made by Mr Nenshi. There should be an apology made to avoid a potential (costly to the taxpayer) slander lawsuit and additional open houses should be re-scheduled. If there were still open houses, I'd likely have answers to these questions above. It really does seem as though the city is asking for this internet engagement as an exercise in playing nice, with no actual intention of adjusting plans based on what SW residents want, need or still have concerns about. After reading your website on this, I see no reason this project is necessary; you've failed to convince me it's a good use of my tax dollars.	3/27/2016 10:51

YYCPOINT	<p>Why is the SW BRT initiative, which has been met with so much public backlash being considered when: 1) no studies have been done to determine if there is an ACTUAL need for this service with enough riders justifying the costs of this project during this time of economic strife; 2) no consideration has been given to how traffic patterns and transit ridership will change with the introduction of South Ring Road. 3) no impact studies to the neighborhoods directly effected have been performed - increased crime, noise, traffic, parking issues are inevitable but the City doesn't seem to think this will pose a problem. As a resident along the path of the BRT, I am very concerned that the BRT will decrease my property value - not something I want to see in a housing market that is continuing to drop on top of increased taxes and unemployment. 4) given the huge impact construction of the proposed underpass at 90th avenue and transit only lanes on 24th street will have on traffic in this area, why wouldn't the City at least consider deferring this project until we have the South Ring Road in place to offload the traffic by offering an alternate route? 5) Contrary to what has been touted to be an "open" process, as a long term resident of Woodlands (24+ years), not once have I been formally been given an opportunity to provide INPUT into this process other then the one open house held earlier this year. Providing feedback when we have already been told that this project is going ahead regardless certainly seems moot to me. So tell me - is the SW BRT already a done deal and holding this forum simply a "political move" or will the City actually consider terminating or deferring this project given the backlash????</p>	3/27/2016 6:54
Tom P	Absolutely correct.	3/26/2016 23:11
Tom P	Yes, you are very right. The designers of this 'forum' could have included a little LIKE button. Or did they want to avoid showing how strong the opposition to the SW project is?	3/26/2016 23:09
Tom P	Right on the mark. LRT parking lots have become fairly empty, there's a ring coming on, and maybe it's a very positive thing if our population stops growing. I suspect planning bureaucracies have a big pro-development and pro-population growth bias, and careers and incomes depend on continuing with more projects, whether or not we need them or want them.	3/26/2016 23:01
OsaMac	My Comment is specifically aimed at the sw BRt	3/26/2016 19:54
OsaMac	This is a poorly though out plan that is being rushed through without proper considerations. Invest that \$\$ into the ring road completion, maybe sneak a transit lane in there if needed or put the 40Million into SW LRT. This is a band-aid solution to a problem that doesn't even exist. ....Waste of Tax payers money	3/26/2016 19:52
RGHwalker	What will happen regarding pedestrian access across 14th street at RGH during construction? The overpass needs to widen, so how will people cross 14th during that time? What will the new overpass look like? Will it be in the same location?	3/26/2016 17:43

Warren K	On the SW BRT or any transit project, I think the City should consider what options they will have if their forecasted transit demands are wrong, especially since they've done no surveys to assess demand for the SW BRT. If the City builds separate dedicated BRT lanes and there is no demand, that is wasted money and a lot of disruption time that can't be recovered, all for the sake of speeding the route up by a couple of minutes. If instead they simply build additional lanes alongside existing ones that can be dedicated to buses or HOV at peak demand times, and transit ridership doesn't materialize, those lanes can still be used by other cars. What the City proposes is a bad risk - reward trade off, and all tax payers should be concerned about an imprudent choice, not just those in the SW.	3/26/2016 16:26
Sarah h	as a young adult with an invisible disability, I am often overlooked and not given the same help as someone in a wheel chair or walker would. Having the bus drop off /pick up always be shovelled is a major necessity. As well as requiring all buses to lower completely as passengers get on the bus. It is a high step for people like me and having the bus lowered to get on would help many people.	3/26/2016 15:47
Susan Jenkins	I would like to see a shuttle bus from the Foothills Hospital to either the Banff Trail or Lions Park ctrain station from 0530 to 2330 daily. The parking garage there is about to get really limited by Sept and I really think that if bus service was more available more would use it. The services now are sporadic and once 1830 rolls around, bus service is poor. I think that if we can shuttle people from a train station to a mall (chinook) then we can do the same for the busiest hospital in the city.	3/26/2016 12:14
Response to amazon warrior	Have you not figured it out yet? Mr. Pincott never responds. Not sure why he keeps getting voted in.	3/26/2016 9:10
Traffic	The city just spent a pile of money making 3 lane turns at Heritage and 90th avenue. Now you are planning an underpass at 90th? What about Heritage Drive? What about traffic concerns along Southland Drive? Where is the city's foresight in spending our dollars wisely Mr. Spendshi? Where is the plan for the 90th avenue underpass? How are we going to get 3 lanes turning from 90th on to Glenmore? A 3 lane turn now just barely addresses the current traffic issues getting on to 14th street. And no...not everyone will use the ring road to exit Breaside and Oakridge just to get on to the already jam packed Glenmore / Sarcee trail to access the downtown. What about additional traffic through these communities for people accessing the ring road from 14th street? Poorly thought out plan with no consideration of the residents of these communities. I have not seen any traffic counts lately on 90th or Southland Drive.	3/26/2016 9:07
don	It is shameful to avoid public consultation when there is serious concern and opposition to a project. lets work together and build the city we need especially as we evolve. The ring road, 4 car trains and the green line should reflect an updated needs analysis	3/25/2016 22:09
P. Sullivan	We are concerned. Questions: 1. Why are you adding bus lanes on 14th Street SW, yet you are not widening the flyover onto Glenmore Trail. This will create bottlenecks. 2. What will happen to	3/25/2016 19:44

	neighborhoods and side streets when drivers park all day and ride the bus?	
Not impressed	In my community of Lakeview, I see daily examples of Calgary Transit squandering public resources --- numerous buses, many large noisy, smelly old diesels, running virtually empty most of the time, or with few patrons, even during busier times. There is great need for more efficient use of public resources. Too much emphasis on public transit, at the expense of road transportation upgrades and maintenance. Public transit is not the economic engine -- industry and services rely on roads to move goods and provide services. Building and service trades cannot use public transit. Commerce relies mostly on the road infrastructure. Inadequate arterial roads, poor road maintenance are the norm for City roads! If it was not for the long overdue Provincial roads: partial ring road, etc., Calgary would grind to a halt. Councilors are misguided in their over emphasis on transit. Property taxes have risen sharply over the last decade, with little to show in our area.	3/25/2016 18:56
amazonwarrior@telusplanet.net	Very good question!	3/25/2016 16:37
amazonwarrior@telusplanet.net	Yes, how can a Mayor stop public dialogue by waving his ruler sword!	3/25/2016 16:36
amazonwarrior@telusplanet.net	You are so right1	3/25/2016 16:33
amazonwarrior@telusplanet.net	You are so right!	3/25/2016 16:31
amazonwarrior@telusplanet.net	If you need better access to Mount Royal why couldn't a designated bus be assigned for that purpose rather than \$40 million plus spent on how many passengers?	3/25/2016 16:31
amazonwarrior@telusplanet.net	I would like to know why no one has responded to my email. The Mayor and Brian Pincott. Is 2 weeks a reasonable time to wait? Dianne Schoenberger	3/25/2016 16:28
LeMoN	There was consultation and engagement. A certain group of people have a narrow focus of their own interests in mind without consideration to the broader public that require improved access to transit and are quite excited about this project. Thanks City of Calgary for improving access to transit with this project in particular. I live on this route and walk to transit. Really excited for the rapid transit option to get around. Really glad for better access to MRU as well; this will really be helpful.	3/25/2016 15:20

Glenmore is the major problem, which is not going to change. Build the ring road first then make adjustments to the public transit routes. With the economy the traffic seems lighter these days. What's your rush? Does the \$\$ have to be spent right away on this specific project?		3/25/2016 13:58
Owl	Why is the Southwest Transitway being built before the SW Ring Road? The SWRR November 18, 2015 Transportation Report says SWRR "lowers potential traffic volumes and improves the opportunity to provide dedicated busway facilities for SW Transitway". Does this not imply that it is better to wait until after the SWRR is built before constructing SW BRT? Why is there such a sudden rush to build SW BRT at this time? Do your densification plans at BRT and LRT stations include a requirement that no parkades be built at those sites? If not, how do you propose to remove cars from the street and "encourage" the people occupying the high density "nodes" to ride the bus or take LRT? It appears to me that the true costs of BRT (not the \$208 million estimated by the city) will result in increased property taxes to the property owners far beyond what is sustainable. The benefits to the citizens of Calgary of BRT and TOD have not been clearly and effectively outlined to the citizens. The costs (real and intangible) are indeed scary and could lead to a serious decline in the quality of life in this city.	3/25/2016 13:44
No lanes removed on Glenmore	Glenmore Trail will not be having any lanes removed. Westbound the BRT will travel in mixed lanes and the shoulder, and eastbound it will be in the shoulder the entire time.	3/25/2016 12:14
Doug	The Link to "BRT Engagement Home Page" has a typo: enage.calgary.ca/brt....might want to fix that. The jokes of not being able to afford the "g" might start happening.	3/25/2016 10:31



Doug	<p>Hi, this is specific to the SW BRT and I've a few things to communicate (positively, to improve our awesome city). First, gotta say it's HARD to get to this page to submit feedback. The user experience of your site(s) needs help. Secondly, and really about the sw brt in particular, i think the real reason for all the anger and frustration from some people is because they want more specific information about what's going to happen at 90th and 14th. You have fancy renderings of bus shelters but NONE of the actual thing that will impact the community: the intersections. Let's face it, people drive a lot in town. Yes, this is a transit system but the other people impacted by the brt are your fellow drivers. So why not show the intersections and EXACTLY HOW people will have their lives impacted? There is a great fear that people will lose their ability to turn at that intersection. Third, people are concerned about local bus route impacts. If the brt happens, despite all the confrontation recently, then what happens to the routes that traditionally go to the lrt? Do they get redirected to brt? What's the advantage? Do routes get cut off late at night (a major pain for riders) because of this new advantage? For example, if I work downtown and take the bus home from the lrt, am I better off to take the brt from downtown after 6:00pm because my connecting route is cancelled? So maybe make that an INCENTIVE TO RIDE. Fourth, how exactly are existing cars (oh, and AMBULANCES?! ) to access Rocky View? The designs are rather sketchy on this aspect. Again, why not show how EASY and DISRUPTION FREE this new system will be for current drivers? Honestly, if brt negatively impacts ambulance access to the hospital, then you've failed miserably. Fifth, and wow, this is getting long-winded, but there's this little problem of traffic on the glenmore causeway. With additional dedicated lanes on the causeway for your brt, where is the current congested traffic to go? What plans are in place to address this? If you think that "oh a few busses won't impact Glenmore at rush hour" then you've never driven it at rush hour. So are you adding another lane for these HOV busses? And if you are, are you allowing HOV traffic to reduce congestion? There seems to be a great deal of hopeful thinking going on and that will lead to mistakes and miscommunication. And this goes back to my first point. I cannot find this information ANYWHERE on your site.</p>	3/25/2016 10:19
basic stuff	<p>We need to have simple answers to simple questions before we spend this considerable amount of taxpayers money on any project. That is a basic tenant that any successful business or household employs, and that basic rule has yet to be met by the City. It would include a full and transparent costing, cost/benefit analysis, engaging and actively listening to those most affected and finally a trial run for months to ensure accuracy of estimates. Lets start back at the beginning and get a debate on the floor of Council to hear out all the concerns.</p>	3/25/2016 8:28
J	<p>With the lane width being reduced on parts of the route, and no shoulder, what is the plan for snow management? There will be little room to just push it to the sides, which would further decrease lane widths during winter months.</p>	3/25/2016 0:16

Tom P	What substantive evidence can you offer that suggests that there's very broad support for this project?	3/24/2016 22:53
Tom P	My mental health professional friend tells me that transit drivers experience a LOT of stress. Driving a very large vehicle through traffic while dealing with quite a few problem riders and car drivers is difficult and sometimes dangerous. Just when a driver becomes accustomed to a route and customers, they are routinely and arbitrarily assigned a new route. I suspect it's the job as it is that's the problem, not drivers' personalities or lack of training.	3/24/2016 22:45
Tom P	We're in an economic downturn that's not temporary. LRT station parking lots have emptied and the Ring Road will divert traffic and speed up movement of existing bus routes. It's time to abort this plan. It would have made sense if we were growing rapidly. The silver lining is that zero population for Calgary would actually be a very good thing for quality of life and in being consistent with any environmental/global warming goals. Please look at the big picture rather than being locked into the bureaucratic machinery of planning.	3/24/2016 22:23
KLH	How will the City ensure that the users of SWBRT don't park in the adjacent neighbourhoods ? Currently Rockyview visitors and staff park in the surrounding CKE communities so they don't have to pay for parking. And the two hour parking signs do not deter this from happening. Add in new riders to the SWBRT and we've got a problem. Oh, and what about the bottleneck at the 14th Street flyover and Glenmore west. It's awful as it is without the SWBRT. There needs to be a plan for this and none has been shown or presented. What about the actual costs, not the costs done from years and years ago? There is no way it can still be pegged at 40M, it's going to sky rocket past that! Rather than repeating much of what others have said, I share many of the same troubling concerns as the commenters below, including; 'Heather', 'Calgarian1', 'Think More', 'The South BRT and the new South ring road', ' glayvaa ', 'A concerned SW Resident', 'Questions associated with the BRT program', 'Allan G', ' Brittainy ', 'GDL', 'David' and then having it all wrapped up by 'Paul'.	3/24/2016 22:14
glenmore causeway	Have you been stalled on the causeway between 0730 and 0900 or 1600 and 1830. Reducing this by one lane in each direction will only compound the problem.	3/24/2016 21:59
access for ambulances and emergency vehicles	Access to and from RGH will be hampered by the BRT lanes. BRT will not decrease the number of staff into and out of RGH. This is now very significant at hours of shift changes.	3/24/2016 21:56
Crystal	hi - if putting in a BRT lane it would be great if that lane could be an Hov lane as well. 14th street is already crowded and reduces traffic to three lanes or 2 is unsustainable. Allow HoV vehicles and the buses to use the same lane would be great.	3/24/2016 20:07
Tom	There has been more than enough information and engagement on this plan. The people who call for "engagement" are just looking to use it as a stall tactic. It's a solid plan...get to it!	3/24/2016 17:10

heather	I understand the need to move traffic north of glenmore to the core, especially with the currie development. I do not understand why the BRT would need to go past the hospital, to service 3/4 very small communities. I commute from oakridge and am worried about the increased congestion at the causeway with the merging buses, having to deal with the construction of dedicated bus lanes and increased traffic in our community. I would NEVER take one of these busses, not just because I require a car for my work, but because I choose the luxury of driving ( I drive a small hybrid, I am doing my part for the environment). I am pretty confident in saying the demographic of the impacted communities south of glenmore would say the same. Meanwhile there is a need to move people from the SE to downtown AND all of Calgary to the airport. I question the motivation of the city on this one. How long before parking complaints lead to dedicated park and rides???	3/24/2016 16:27
Calgarian1	I would like more discussion on the SBRT line in a face to face environment. Without ready-to-engage, I had no idea the city was going to start making these changes in my area. I would like to see the questions they have brought to the table answered.	3/24/2016 16:21
Think More	For Twin bus lanes on 14th (for buses running every 15 minutes max), the cost is ridiculous. The CPR ran a railroad on one track for decades, so with modern communication systems, why can't a bus system copy this?	3/24/2016 15:45
The South BRT and the new South ring road.	1. To me as a resident in Oakridge I would like to know if any consideration has been given to put the south BRT as part of the ring road plan and construction. 2. I know that there was an earlier possibility that 90 th ave was to be changed to accommodate major access to the Indian's reservation property. This was their request for their compensation to allow the new proposed ring road on 37 th street. Is this action provided for in the south BRT proposal. I believe that this would add more traffic from other southern communities on 14 th street. Right now people west of 14th street are boxed in and have only one route out - 14th, which is already bad at the best of times. Why not wait until the ring road is built first? Once it is built I think that once residents have this option our traffic issues may change dramatically and the south BRT may not be needed at all.	3/24/2016 14:53
Transfer please	A lot of ppl voicing opinions aren't even dedicated commuters. I believe they should be listening to the commuters concerns not fueling an oil deprived city that depends on its fossil fuel commute.	3/24/2016 14:30
Local Artist	Hi, I am a born and raised calgarian and i lived here for the first 19 years of my life. I moved to Vancouver and experienced a transit system like nothing i've seen before. This had me questioning a lot about calgary's protocol with transit and why it limits its times and commute to the bare minimum. After Vancouver i moved to Toronto. and needless to say the TTC wins. What im getting at here is Calgary is in dire need of a dedicated transit system that runs 24/7. We have job shortages in the city and a lot of these jobs aren't at ideal work hours. You can help boost the economy in this city by having dedicated night busses that take citizens to a all corners of the city. ( or at least relatively close so we aren't depending on spending 60\$ on	3/24/2016 14:18

	<p>a cab ride.) I would love to see rid of this whole 4 digit stop number thing. and migrate to a more modern gps system where busses come frequently and the focus is bringing customers to their destination as fast and as safe as possible.. The fact i wait 20 minutes for a bus that is to replicated a subway line down centre street is beyond ridiculous. You guys need to allow for new ideas younger minds and reliable service. At this point im just counting down the days to get back to Toronto.</p>	
glayvaa	<p>My concern, is this really needed, at this time? Maybe once the community of Providence is built, this will be needed. I live just off of 24 Street, where the traffic circle will be built. I do not want the added noise and air pollution from the Transit buses. This would ruin our peaceful community. We have two parks (soccer fields, baseball diamonds, and kiddy park) located right on 24 Street. July and August bring huge amounts of cars during the weekends, and they park along 24 Street, in the right lane. Where are these people going to park once transit takes over? They will park in front of everyones homes, that's where. The entrance to Fish Creek is at the end of 24 Street as well. A very peaceful intersection with two way stop signs and a playground zone, keeping most vehicles from speeding. The traffic circle is a bad idea. Pedestrians cross there all the time, getting to and from all the parks. The stops signs work well. The traffic circle will create way more trouble than its worth. The only reason for it, is to turn the buses around to go back up 24 Street. I also believe the value of our homes will go down, due to added pollution, noise, traffic, and street parking from BRT users coming from other communities. I heard that approximately 15 per cent of the community wants this, I say its closer to 8 per cent. The added traffic along Anderson, 14 Street and Glenmore Trail will make it near impossible to get anywhere, in a timely matter. On a added note, the new area of Providence should not be built at all, as it will bring further traffic to 37 Street, Anderson, 14 Street, Glenmore, and Deerfoot. Which we all know, can't handle anymore traffic. It's nice having a quiet community and to be able to get out in the country in 10 minutes is a fantastic thing. If all these plans move forward, I would have to move, which would suck.</p>	<p>3/24/2016 13:06</p>
A concerned SW Resident	<p>From what I can see, all of drivers for this project are based on Calgary's economic activity from 2006-2011. Given the current economic situation and future opposition to oil and oilsands development I would question the need for this project at this time. The stated drivers of Rockyview Hospital employment and access to Mount Royal University from the South cannot be based on current population requirements which must be augmented by significant additional population growth in the SW neighborhoods. I just don't see that happening in this current economic climate. Further, the concurrent execution of both the SW Ring Road and SW BRT projects will cause significant constraints to the existing 14 ST and Glenmore Trail corridors with resulting negative impacts to anyone trying to leave the SW neighbourhoods. I believe it would be more prudent to complete the SW Ring road extension presently under construction, update the transportation plan to the current economic</p>	<p>3/24/2016 12:33</p>

	realities, and then start the SW BRT project along 14 ST SW if the drivers are still there.	
When you click on the link "BRT engagement home page," you see server not found.	As such, I thought I'd voice something else you need to consider. Your bus drivers tend to be antisocial and rude to customers. I've seen them kick teen riders off the bus for no reason. Some seem grouchy and have anger problems. I was shocked when the news came out saying that bus drivers don't like the way they are treated by their paying customers. Believe me, the drivers need customer service training.	3/24/2016 12:28
Questions associated with the BRT program	The proposed widening of the 14th Street SW arouses my serious concern. The proposed widening of the 14th Street SW is ill conceived in regard to its technical implementation and its transportation solution for the four main reasons: The widening of the 14th Street for the dedicated bus lines is associated with technically insurmountable bottlenecks on its way along the Glenmore Trail and further to the Crowchild Trail and finally its merging with the downtown traffic. Mixing of the traffic with dedicated bus lines would chaotically hamper the passage of all remaining vehicles. The bottlenecks at the present traffic form mostly a single lane and in particular the narrowing of two lanes into one at the turn to the Crowchild Trail causes frequent accidents and complete gridlocks. Such bottlenecks do not allow any dedicated lanes for buses. The widening of the 14th Street is only a small part of the route that ignores insurmountable challenges down the road. Concrete barriers between the bus and remaining traffic lanes aggravates the safety of vehicles in both directions. The dedicated bus service will require a number of additional operating buses and connecting bus lines, which would access the surrounding communities. . The present bus services are serving the connections to the LRT, which provides a faster means to reach the city core. The dedicated bus line would become a poor copy of the LRT transport at an unjustified expense to the public. The City of Calgary shall conduct a thorough feasibility study of the 14th Street widening by considering other options with more positive aspects. The questionable utilization and economy of the dedicated bus service that hampers the passage of vehicles will indisputably lead to its later abandonment.	3/24/2016 12:21
donks	Has consideration been given to substituting electric buses - trolleys or battery-powered - for the internal combustion monsters we're currently using. I would expect electrical service to be quieter and cleaner than what we have now, and perhaps by using them, some of the resistance to the SW BRT might be reduced.	3/24/2016 11:47
donks	What alternatives exist to the the w BRT? For one, I would like to see Rapid Transit running parallel to the Deerfoot, with express bus runs from stations along Deepfoot to the Rockyview, MRU, etc. .To me this is an essential part of a Calgary transit plan - one which would minimize disruption to existing communities.	3/24/2016 11:44
donks	Where are the statics - transit utilization, raw numbers, projections - related to the proposed Southwest BRT? How can we assess it and respond to it without having access to the data underlying these plans and decisions?	3/24/2016 11:38

Mackenzi Martel	please consider a train line up the central northwest to downtown or connecting to the existing train in the northwest. Evanston, panorama, country hills, beddington, and the communities in this range suffer finding tenants or having easy access to work downtown unless you drive.	3/24/2016 11:09
Piper	The presumption is that I need to travel from SW to downtown. Fact is I have need to go downtown and intentionally seek to avoid doing so. Consequently it always more efficient time-wise to drive to where I have to go. Is there a needs analysis the public may review	3/24/2016 11:01
Allan G	-There is already a bus route mirroring this proposal No. 20 and I am confident that the current utilization level would not justify a \$40M project. -The proposed 14th ST BRT only really services a small corner of the city, and is the \$40+ million spend worth servicing the small numbers, why not increase access to existing infrastructure; the current LRT, and the money spent there to increase those trains to 4 cars, the benefit from that has not even been felt and we are spending money on a problem that may already be solved? -What is the \$40M project in 2017 Dollars, i am sure it will far exceed \$40M and that money can be used better elsewhere (I.e. the Green Line and the infrastructure the SE desperately needs) -Also I believe the information does not indicate some that this BRT will allow the city to rezone adjacent communities for more high density housing..... This is something that alderman and NOT mentioning in any of the information and i am sure residents have ZERO idea about this little side perk for some developers?	2016-03-24 10:57:59
Scott	As a resident of Haysboro, this project is awful. Build better parkades (multi-level, covered) at all c-train stations to increase ridership and more feeder buses to the c-train line. Improve the c-train. Increase security at ALL c-trains, it's a joke right now, stop the focus on ticket scammers and worry about the security of the people. C-train costs should also be staggered on how far you have to go.	3/24/2016 10:50
Hannah	I would rather spend \$40million on the BRT than billions on new roads	3/24/2016 10:48
Hannah	I think the point is to make it less about cars. While some do not take transit, the city is full of people (in all neighborhoods) who do not own cars for financial or other reasons. Many of us have had to get up early and trek through snow in cold weather because we have had no other option. Anything that makes transit easier to use and which allows better access to all parts of the city is a good thing for those of fewer economic means and goes a long way to making their day-to-day lives better. This is also a critical consideration and people like us often do not have the time or energy to be the "squeaky wheel" around these issues. I fully support addressing as many community issues as we can and it is very important to hear about the everyday impact from all parties but at the end of the day, we need to support this project and others like it because Calgary is becoming a world class city and an extensive transit system that serves everyone is necessary as part of that evolution.	3/24/2016 10:43

Brittainy	<p>As a resident of Braeside, I do not support this project. My reasons being: 1. There are a number of other areas of the city that are lacking transit infrastructure and I feel we should be putting the money in those areas (SE, Airport, Deerfoot). 2. The SW has a number of options to get downtown via transit already. This includes Anderson Station, Southland Station, Heritage Station and the number 3 bus route. I do not see why we need another? 3. I haven't seen any ridership studies. The transit systems in place aren't used currently. What support does the city have that this will be used? 4. It will cost the current riders. Where is the funding for sustaining the BRT coming from? There will be a need for more drivers and more buses. If there isn't increased ridership how will Calgary Transit pay for those costs? I fear it will fall on the current riders with increased ticket fees. 5. We haven't done a test run on the routes. Why hasn't there been routes set up with the existing infrastructure to test the use and the travel times? City workers should have to ride these routes regularly to pinpoint the bottlenecks before breaking ground. 6. The Glenmore flyover is a bottleneck with no solution. The time saved with the ability to pass over traffic in dedicated bus lanes will be negated by having to stop constantly to pick up and drop off passengers. Ultimately the buses will get stuck in the same traffic issues the rest of the drivers are stuck in. 7. There are cheaper less drastic options: run the routes with regular traffic; create bus lanes on the shoulder like they exist on Crowchild; widen the lanes for all traffic and add the bus routes. If Calgary Transit were a private business owned by our City Council, with their own money on the line this project would never have been given a thought. I ask the Mayor and the City Council to treat funding like it's their own money and spend it wisely. Please do not go through this plan.</p>	3/24/2016 10:32
Jillian	I agree with all of this	3/24/2016 10:26
Maria	I like this project but I feel like I haven't heard enough about this high pressure gas line that runs along 14th...as someone who lives on the other side of the sound barrier where this line runs, this is my biggest concern. Can someone just say for once and for all that a) this is safe or b) we have a plan to make it safe?	3/24/2016 10:22
Randy C	FINALLY ! Someone has answered the question about the gas line, thank you. The high water table for the underpass could be a issue for sure thanks for sharing the info.	3/24/2016 10:02
Randy C	Where is the proof of ridership ? Has the city asked anyone in Woodcreek if they would use the BRT? I would like to see the "real "2016 costs for this project?	3/24/2016 9:49
Courtney H	I believe the level of engagement with the public has been deep and opportunities for input have been extensive. A small group of very angry citizens should not drown out the voices of a larger collective of content and appreciative citizens. Thanks to city staff and Council for their attention to detail and long-term planning and vision. More public transit and improved public transit is the way of the future. Great work!	3/24/2016 9:45

Supportive of the plan	<p>I wanted to say that I am supportive of improved public transportation in an area that has traditionally been under-served by transportation facilities of all kinds (roads included). I think that improvements to public transportation in the SW, specifically the SWBRT, will help commuters using all modes of travel. Waiting for other transportation solutions, like the SW Ring Road, is what has helped get Southwest Calgary into the situation it currently is in, and I think that having a cost-effective solution that can be brought online in short-order will be a good thing for the area. Besides, the ring road will not serve many of the major activity-centres that the SWBRT will, like the hospital, Hertiage Park, Glenmore Landing etc. and I don't believe it will provide much relief for those that, for whatever reason, do not have access to a private vehicle. I am also interested in the seeming contradiction regarding budget from those opposed to the SWBRT: While \$40million seems to be excessive to some, the multi-billion price-tag of the ring road, or the \$60-70million for a single interchange (such as Richmond Road/Sarcee Trail) seems to pass without comment. While \$40million is being spun by opponents as a huge figure, it is relatively small in comparison to many routine infrastructure projects that are built in Calgary every year. I have heard 'there was no engagement on the SWBRT' several times now, and I wanted to address that, especially as there have been 9 open-houses to date. I remember being notified about the first open houses in 2011, and while I could not attend, I got the flyer in my mailbox, and I emailed the SWBRT team to ask questions and provide feedback at that time. I believe that the people who say they did not receive a flyer likely did receive one, but who would remember a single piece of junk-mail from 5 years ago? I suspect that many residents did get the flyer, saw a bus on the front, and promptly recycled it because they never take the bus. I'm am also hearing people say that the City should 'hit the reset' button on the project, and I can't help but think that this would be a disservice to commuters in Southwest Calgary, and to those that have taken part in the engagement process already. I think that all comments should be heard, and I would expect legitimate complaints, concerns and suggestions to be addressed, but do we stop the party and start over because some people showed up late? I hope every effort is taken to make the project as user-friendly, community-friendly, and well-integrated as possible into Southwest Calgary, and I hope that the feedback from community members is evaluated and will contribute to the best possible implementation of this plan.</p>	3/24/2016 9:35
DBO	<p>This totally makes sense to me: Spend the money improving general traffic flow along the route and then just add the appropriate buses. This would be a way more logical solution!</p>	3/24/2016 9:33



DBO	<p>I generally like the idea behind the BRT program but would wish that equivalent or even higher focus would be put on developing the LRT and bus lines that feed to the LRT stations, especially now with the 4-car-trains finally being introduced. I live in the SW and can only comment on the current SW BRT project in more detail: While generally supportive of the idea of direct connection between the SW and MRU/downtown I wonder whether this new SW BRT is the best solution - I do have to following concerns/thoughts: - Glenmore trail (and 14 St) is already a huge bottleneck - how is ensured, the SW BRT isn't worsening the situation? - Why can't this be addressed by improving frequency and/or routing of lines 79/80/306? - Is the impact of the SW ring road on the traffic flow sufficiently considered - after all the plan has been set up before an agreement on the ring road was reached? - Are the costs plans reliable (40M), especially with inflation and changes to the project (underpass 90 Ave)? - my fear is that it will be way more expensive, which then poses the question regarding "is it worth it?". - I have heard about HP gas lines going along 14 St and that this might be a risk during construction as well as later on. Is this project creating risks of injury for nearby residents? - I fear the construction will make it harder for surrounding residents to access 14 St by foot (no pedestrian bridges) and by car (90 Ave intersection, reduced lanes) - how is ensured this will be addressed? the documentation doesn't really cover these concerns. Overall, I just feel like this project is being rushed/pushed through and the gain is minimal compared to related costs/risks/traffic issues.</p>	3/24/2016 9:15
Waiting	<p>My house backs on to 14th. I've lived there with my family since 2012. No one from the city has contacted me to discuss how this construction, if it goes ahead, is going to impact my property and my family, or if it will at all. I have now signed up for email updates from Mr. Pincott three or four times since last October and have not received a thing. I'm wondering when those 'directly affected' by the construction of this project will actually be spoken to, or informed, of anything specific? I'm still waiting...</p>	3/24/2016 9:07
Tom	<p>This plan is very poorly thought out, and should be put on hold until after the ring road is completed on the West side of Calgary, and then re-evaluated for merit. How will these BRT buses connect onto Glenmore Trail, in either direction? If they are just joining into the mass of traffic that is there now, then what good are they? The enormous amount of time that it will take the City to develop 14th Street and make all of these changes will cause untold grief for those drivers trying to come out of the areas West of 14th Street. I have never seen a questionnaire from our Community Center in regards to this project and they certainly do not speak for me or anyone I know, if they are in agreement with this.</p>	3/24/2016 8:38
GDL	<p>Overall the SW BRT is a poor idea and lacks any fiscal judgement and planning capability which is consistent with most governments traditionally. What is a good idea is providing customers direct access to Mount royal and other parts of crow child trail corridor through a direct bus service using the existing roadways with perhaps some minor modifications ( eg outside bus lanes where available) and a few of the existing stops. Why not run a trial in this manner to gage</p>	3/24/2016 8:26

	ridership and service before spending a ridiculous amount of money. I also believe that some of the congestion on 14 street, which no longer really exists due to the downturn, will also be alleviated by the ring road which will allow faster transit times for cars and buses alike on 14 st.. The majority of comments I have read support this thesis and overall I am somewhat appalled by the lack of judgment and behaviour of Mayor Nenshi and some of the alderman.	
David	Dedicated Lanes do not make sense. Even with our extremely mild winter, we have all seen how dismal the adoption rate for the bike lanes have been. Dedicated lanes have been a dismal failure. What our city needs to understand is that our roadways like 14th street and crowchild are not solely for commuter traffic. These roads are vital all hours of the day for commercial and pleasure traffic. Spend money in this environment, to create dedicated lanes it makes absolutely no sense. These lanes will only be used during peak times to transport people to and from downtown and then will otherwise sit idle. Dedicated lanes simply do not make any sense.	3/24/2016 6:50
Pat	I would like you to consider those of us who will not use the BRT. We are taxpayers and live in the communities that will be affected by this plan. At present try getting onto 14th street from 90th Ave in the morning or heading south on 14th in late afternoon, almost gridlock and this plan during a long construction will make it impossible to enter and exit my neighbourhood, totally unfair ! Also, don't think for a minute that transit riders won't park in Glenmore Landing and adjacent neighbourhoods, again totally unfair. Just adding a lane on 90th last year caused major backups trying to get out of communities . Perhaps if this plan goes ahead, you might consider reducing the taxes for the many communities who will have their property values drop due to this plan	3/24/2016 0:34
Numbed	Before spending \$40 million plus on a somewhat rapid bus project, the traffic issues on Crowchild, Glenmore and 14 St need to be alleviated. One of the biggest issues is the weaving on the causeway. Not only is this inefficient during high traffic volumes it also results in numerous rear end collisions. If you can make a dedicated bus lane across the causeway then why can't you make a dedicated general traffic through lane for vehicles heading north and south? If the causeway is improved first then a dedicated bus lane would not be required. The silly idea of diverting buses through Lakeview could be put in the bin where it belongs. The BRT for people heading downtown will not be rapid. The loop through Mt Royal College will add at least 10 min to the trip. The bus traffic crossing 14th from the hospital will cause traffic delays. Either the bus will have to be delayed here or the 14th ST traffic will suffer. The city has screwed up the traffic flow in several areas to accommodate transit. This will just be another one but it will be huge. I'm totally against spending this kind of tax dollars for a project with so many flaws. Spend the money improving general traffic flow along the route and then just add the appropriate buses. If the road system was improved dedicated bus lanes and such would not be required.	3/24/2016 0:17

James Kohut- RE-ROUTE 14 Street BRT Lane Champion	<p>SMART RE-ROUTE- Better Route Transportation (BRT) The BRT route on 14 Street between Heritage Drive and Glenmore Trail should be shifted off of 14 Street and put onto Eagle Ridge Drive. This would eliminate massive construction traffic jams in this area on 14 Street for tens of thousands of people. It would also likely eliminate a lot of infrastructure shifting costs. One house on the south end of Eagle Ridge Drive would have to be removed to allow for a designated only bus route. Eagle Ridge Drive would then have to be extended to Heritage Drive for this designated only bus route. The City needs to do a cost analysis on this optional route in order to determine feasibility. It is only common sense to sacrifice one home in Eagle Ridge for the benefit of tens of thousands of people who will otherwise have to waste much of their lives in construction traffic- yet again. The needs of the majority out way the needs of a single home owner. A bus route through Eagle Ridge would not substantially harm the neighborhood particularly if silent modern Natural Gas buses were regulated to a 30 KPH speed limit on Eagle Ridge Drive. A bus traveling through the neighborhood about every 10 minutes. will not harm Eagle Ridge. Furthermore, the City should do a cost and structural analysis of creating a BRT bus route on the Glenmore Dam. The Glenmore Dam, about 25 to 30 years ago, use to be used by vehicles to access downtown. This was an extension of 14 Street. The Dam had traffic lights to permit one way traffic flow. This could be done again with BRT buses. If the 2 pipelines on the Dam are hung off of the Dam, laid in the reservoir or directionally drilled under the Elbow River, then buses can travel the Glenmore Dam route thereby eliminating the need for bus lanes on the Glenmore Trail Causeway. Glenmore Trail construction traffic jams will be eliminated as well. Also the road will be safer because there will be no narrowing of the vehicle roadway or lanes. If the BRT route is moved onto Glenmore Dam, the community area of North Glenmore, along with the existing schools and recreation facilities will be better served by the BRT bus system which will increase ridership. Maximizing utilization of the BRT buses in this way is important. Considering long term or future traffic flows is also important. Make way for B etter R outed T ransportation not B ad R idiculous T raffic. Think re- route. Think plebiscite. James Kohut Former multi decade Eagle Ridge Resident Champion for Participatory Democracy, where people make decisions, not just politicians.</p>	3/23/2016 23:28
GW	<p>In the topics for discussion there is no discussion point on how the BRT will fit into the traffic network. Glenmore Trail from Crowchild to 14th comes to a standstill at some time during most rush hours. Traffic is not like water, it does not speed up at a constriction. Reducing the lane width and removing the already narrow shoulder for stalls and vehicles waiting for a tow after collisions will increase delays for all users. The bus only route from Southbound Crowchild to Eastbound Glenmore will destroy a green space, impede traffic out of Lakeview and will provide another location for illegal u-turns on Crowchild for drivers frustrated will the backlog of traffic trying to use the flyover. Will the City have to cover the cost of the portion of the BRT route through Garrison West? The elimination of the cut-off ramp</p>	3/23/2016 22:20

	from Southbound 14th to Heritage Westbound to Heritage Park will this access dangerous and awkward, particularly with the large number of buses that regularly bring visitors to Heritage Park. Other than the station design, everything looks very preliminary for a project that is scheduled for construction this year. The engagement feedback from fall 2015 and Feb 2016 lists a lot of questions and comments with no replies. Engagement should mean dialogue, not a holdingng pattern. Is this process true consultation or an exercise in avoiding open dialogue on issues?	
Toasty	this project was not adequately engaged with the residents of the affected communities. There are many residents who knew nothing of the project until December 2015 when it became newsworthy. The 2011 functional study report that WAS on the Transportation website liked the key stakeholders as Currie Barracks, MRU, Rockyview Hospital and Glenmore Landing. The affected community associations nor residents were listed as having been consulted as key stakeholders. A waste of time would be pushing a project forward that does not meet the residents needs.	3/23/2016 20:38
Nathan	I think the traffic disruption on 90th ave needs careful consideration. The recent issues in Edmonton with their new LRT creating 15+ min delays is completely unacceptable. I would expect there would either be an underpass or some timing of buses at this intersection given how quickly traffic can back up heading east bound in the morning (though the expansion to three lanes has helped a fair bit).	3/23/2016 20:27
Toasty	I am looking to City Council to promote ALL forms of transportation for the citizens of Calgary. I would like to see answers to the following: How many buses per hour will be utilizing the transitway on 14th street? Will existing bus routes also be using the transitway? Will emergency vehicles be able to utilize the transitway to the Rockyview Hospital? Will there be an impact to emergency vehicle response times both during construction and after completion of the project? There are a few areas within the functional study of 2011 that were left with more study required, has there been resolution to these issues? Are there any opportunites available in the design of the project to also incorporate improvements to increase vehicle traffic flow along 14th street? Will there be restrictions on vehicle widths? Greyhound busses and other large vehicles utilize 14th street. Will they be impacted by the reduce lane width? If the SW transitway was approved in 2011, why were funds expended in realigning 14th street at Heritage Drive and 90th Avenue in 2014/2015 when the construction period exceeded the period of usage after completion until the instesections are torn up again for the Transitway project? The construction time to realign 14th Street at Heritage Drive and 90th Avenue took approximately 10 months. What new construction/planning methods has the city developed to propose completing a far more complicated project in only 2 years? Why is the timing of construction slated for 2016-2018 at a time when 14th street is heavily utilized instead of delaying the project until the completion of the ring road when there will be alternate traffic routes to alleviate some traffic congestion? Why has the ring road not been considered as an alternate route that could be used by the BRT without	3/23/2016 20:14

	expending millions of dollars for the bus only lanes? BRT could go onto ring road from MRU west to ring road and then south to 90th Avenue. With the design of 14th Street what assurances will residents have that the city will not endeavor to reduce the numbers of vehicle traffic lanes to provide for sidewalks, bike lanes or green space along the route in the future? What assurances will residents have that Glenmore Trail vehicle traffic lanes will not be reduced to provide Bus only lanes between 14th Street and Crowchild Trail across the causeway? How many lanes of traffic will be available on 14th street during construction 2016-2018?	
BM	You clearly lack the ability to empathize with people not in your situation. Many Calgarians cannot drive for a variety of reasons and many have no choice but to take transit.	3/23/2016 20:13
Jonny K	I sent the following message to my alderman, Mr. Pincott. I didn't receive a response from him, so perhaps posting it here will allow the right people to see it: "I've looked at the plan and I'm not convinced it's a good one. Firstly, with the ring road finally being built the traffic dynamic of the area may change substantially, committing to this transitway right now based on current traffic knowledge may be a mistake. Perhaps the bus should use the ring road? And speaking of current traffic, I see the transitway is supposed to use a leg of Southland Drive between 24th st and 14th st. As somebody who drives this road every day I can tell you when heading eastbound towards 14th this stretch is often fine, but also often a nightmare. Any time 14th street is backed up (frequently) you can end up with a kilometer of traffic backed up into the community on this road. This also happens when the weather is poor, primarily due to snow. The traffic light that crosses 14th street is short and causes backlogs of vehicles waiting to cross it every morning. In bad weather this problem is much worse since vehicles are left stopped on the uphill slope towards 14th which becomes slick. From a standstill vehicles are unable to get traction on the hill after they've been stopped and you wind up with only 3 cars getting through every light. If you put the new transitway on this road I'm not sure it will function well in this traffic. However, if the transitway went all the way up 24 st to 90th it would bypass the bad hill and may avoid much of the trouble. Just a thought, I know having transit go past Southland Leisure center is desirable even if the road can be bad, though going past Glenmore Park may also be nice." Ultimately, why not wait until the ring road is built first? It would make the commute much easier during construction, right now people west of 14th street are boxed in and have only one route out - 14th, which is already bad at the best of times.	3/23/2016 20:05
Kyle	This project was approved years ago and it certainly was no secret. Sorry, if you did not know it until recently you only have yourself to blame. Move on and stop wasting the city's and other citizen's time.	3/23/2016 19:58

I drive a car.	<p>This city is designed and built for the car. It is very spread out. A lot of people do not live near where they work. Most people do not take the bus as it would take them over 2 hours just to get to work one way. One needs to be realistic. The C-Train is fine if you work downtown, or near the C-Train route, but most people do not. So I do not see this changing. Also the cost to ride the bus is expensive, along with being time consuming. People are worn out from work so I do not see one enjoying a 2 hour bus ride home after putting in a long day at work. The same goes for getting up extremely early to ride the bus. Good luck on trying to motivate people to take the bus when our city is designed for the car.</p>	3/23/2016 19:51
Ryan G.	<p>I have been very embarrassed by some of my neighbour's behaviour. So I appreciate your continued effort to engage us even though it had to be through a different platform.</p>	3/23/2016 19:49
B.Heninger	<p>I'm deeply troubled with the decision to push forward on the 14th Street BRT program. I was not aware of this project until very recently and take exception that this was public knowledge many years ago. I know it would cost substantially more, but an underground LTR would be so much better than what is envisioned. More effective use of land, easier access, minimal competition with existing traffic. Completion of the Ring Road anticipated at the same period will likely keep growth of traffic on 14th from increasing.</p>	3/23/2016 19:00
Paul	<p>I believe in public transit but this project is, by the City's own admission, not needed now nor beyond the next 5 years (Sean Somers City Spokesman in the Calgary Herald, March 8, 2016). Further it is neither shovel ready nor well planned as I will discuss below. This is inadequate public consultation. Two survey questions and a box for comments is perhaps the saddest thing I have ever heard called public engagement. Putting that aside, I see that the City now agrees that, from 2011 when the "project" was passed by council, until October 2015 they did no public consultation on the design of the BRT. The information sessions - not public consultation - started in October 2015 when the City told residents they would listen to their concerns but that nothing would change because the project was a done deal. I have the following questions: What is the cost of the project? There is no way it is still \$40 Million including the under pass at 90 Ave which has substantial engineering challenges because of the high water table caused by Glenmore Reservoir. When will we get the updated actual cost for a single enhanced bus route? What about the high pressure gas pipeline running down 14 Street? This line feeds SW Calgary for natural gas and is critical to homeowners and industry at all times - it is critical infrastructure that should not ever be jeopardized. I heard one elected official say that we build over pipelines all the time. This is incorrect. Roads cross pipelines often but they never run over the length of them. This is a 60 year old pipeline, and no one has done a detailed survey (hydrovac) of what condition the pipeline is in or how deep it is. If it is not deep enough then no build over it can take place. According to the experts, you also could not put another pipeline next to it as it is too dangerous, this includes below or either side of the line. If you build over the length of the pipeline you expose it unacceptable levels</p>	3/23/2016 18:56

	<p>of harmonic vibration and shifting weightloads. This could lead to a leak and potential explosion with resulting injury, death and substantial property damage. What is your answer to this technical issue? A city representative recently said to me that if you lower the pressure it would not be a problem anymore. However the experts say that it is more dangerous with a lower pressure than with the higher pressure as there isn't sufficient outward pressure to maintain the pipeline integrity with the additional weight of a road over top of it. If you cannot move the pipe and you cannot lower the pressure then how can you build a road over it? Further there are other gas, oil and water lines. It is never recommended to build over these because of access issues, but at 14 Street all these lines would be accessible only by digging up the road. If any of these fail there will be a complete standstill on 14 Street (remember Crowchild Trail at 33 Ave SW a few years ago?). That would be disastrous for access to the hospital too. I also question what happens to access to the hospital at 75 Ave during everyday conditions? Cars on northbound 14 Street currently have a left hand turn but under the new plan that left hand lane will be half as long as it is now. If you have ever made that left hand turn you know that the number of cars often exceeds the left hand turn lane allowance already. This will lead to very bad access problems. The access on 14 Street southbound will be interrupted by the dedicated bus lane and result in significant difficulties for those trying to turn right onto westbound 75 Ave. This will back up cars on 14 Street onto Glenmore Trail and gridlock Glenmore, Crowchild, etc. Cars coming from west bound on Glenmore have to use the flyover onto 14 Street southbound and then cross over all lanes of traffic to the far right hand lane and have the same access problems on to westbound 75 Ave because of the dedicated bus lane. People trying to leave the hospital and the adjacent neighbourhood will be blocked up at critical times during the day. Can you imagine what that will be like when there is a significant snowfall? What is your solution to these problems?</p>	
Karen Murdoch	<p>Kingsland resident:. Why can't we just have 2 or 3 express buses? Rather than ripping up existing roads and disrupting all kinds of traffic. Had anyone actually asked for these bus lanes? Really, really asked. Because all I've heard is the opposition to it. In an ideal world, cars would be banished. But it doesn't work like that. I took an express bus downtown from Ranchlands for years. Only because I didn't HAVE a car. Fortunately where I work now, I have parking. I drive my SUV to work - on my own - daily. I also often have to pick up my daughter from school later for extra corricular activities. Also I go for groceries at lunch time as I can't after work as I have to pick up my kid - in order to have a reasonable dinner time! Get express buses. It's simple - and obviously way cheaper. I think you'll find that this is what the naysayers mean when they say that people in those neighbourhoods 'drive a Mercedes and won't take transit'. EXPRESS BUSES ALL THE WAY!</p>	<p>3/23/2016 18:54</p>

JG09	306 BRT: Please use the regular bus. The smaller buses are very inconvenient and is a health hazard to riders. As a student that takes that transit everyday to MRU, it's an everyday struggle to make sure that I don't go flying off while riding on the small 306 buses every time it drives over a rough patch of road. Driving over pot holes on the other hand is a matter of survival; it's only a matter of time until someone gets seriously injured. I understand the reason behind the use of these smaller buses but you guys seriously have to do something about the very harsh ride quality. Additionally, there has been an increase of students taking this bus route around 1-4pm since last year. I've witnessed many times where a hand full of patrons has had to be denied of service because the smaller bus cannot accomodate. So please expand the operation hours of the full size buses.	3/23/2016 18:47
Julie Kearns	I live in Oakridge, I am educated, politically active and community minded. I am a great supporter of increasing densities and improving transit. So why do I feel disenfranchised by City Hall?	3/23/2016 18:45
filemanjack	It is a good idea, but I think we need to first think of the connecting routes and time lines, and well the stations like Heritage Station which has a history of bad maintenance and well needed a new look as soon as the summer comes before we throw money into BRT.	3/23/2016 18:44
D	This new online forum is a good way to collect feedback, especially in light of how the previous sessions with rendered useless by aggressive individuals spreading misinformation. People came to those sessions to learn about the project and ask constructive questions, but this was not possible when the angry folks monopolised the sessions and ruined them for everyone. Otherwise, I'm entirely supportive of improving access to transit across Calgary. Transit connects people of all ages, abilities, backgrounds, and incomes to the places they need to go. I'm proud that my city is investing in transit for the decades to come and is making Calgary a better place to live in the process. Thank you.	3/23/2016 18:34
Sarah	I live near 24th street and support the Bus Rapid Transit. I noticed that there are signs on lawns in my neighbourhood protesting the BRT and wish there was an equally organized group on the other side of the debate so I could get a fancy positive sign for my lawn. On top of the many reasons better transit is good for our community, I have very practical concerns. What is my kid supposed to do to get to work or school if I, like the majority of people, can't pay for another car? Nevermind that I would take transit to work too if I could get up to the northwest. Some people need to walk a mile in their neighbour's shoes and straighten out their thinking.	3/23/2016 18:26
Grandma5	I live in Garrison Woods. I have no personal interest or stake in the SW BRT. I believe that after reading the comments for the SW BRT that Public Engagement should happen the website is not adequate. What happened at a previous meeting is definitely unacceptable but does not justify terminating future public meetings. I spent many years as a volunteer in minor hockey and unfortunately had many similar situations arise which again were unacceptable . The process was not halted instead plans were implemented on how to proceed	3/23/2016 17:33



	<p>with public meetings and eliminate the offenders. Believe me dealing with volunteers and parents of hockey players brings out passion and energy which creates demanding and difficult situations. I heard the Mayor on 770 AM today, which is the reason that I read the Study, and his comments seemed like "political speak" to me just words. The comments expressed in the study seemed very sincere and heartfelt, in most cases. I do drive on 14th Street from 3 to 5 times per week and do not believe this proposed plan could work and has a very high risk of failing. When construction is happening it will be nothing less than a nightmare. I agree with the idea of waiting until the Ring Road is completed. In addition, as a taxpayer is this the most appropriate way to spend our tax dollars, I don't believe it is, especially with no defined budget.</p>	
Diana Bliss	<p>Thank you for this opportunity to ask questions and submit my opinion about public transit. I know we like to think we have a world class transit system and in many ways we do. But I also feel that we have a very long way to go before we can really say we have an innovative system that really is world class. My first problem is the notion that Calgarians are too in love with their cars to switch to transit. I disagree. I feel that the major problem with giving up our cars is that transit simply takes too long to get an individual from home to work or from home to shopping, leisure, etc. From my home in Oakridge to downtown, takes an hour by transit and 20 minutes by car. The cost is roughly the same, including parking, so really there is no point in taking the transit. With communities being built further and further afield I feel that we need to make some major, city altering decisions so that it becomes easier and cheaper to use transit than to drive. For example, the city, province, and country needs to invest heavily in public transit but start making it much more difficult to take a car. The only people who actually need their vehicles are people with disabilities and people whose job is driving, delivering, etc. No one else actually NEEDS their car and really could leave their car at home. We need to consider "breaking up down town" as in moving light industry more into locations where people live so that they don't have to commute. We also need to ensure that transit is much easier to access at times and in places where presently there is no service. My late husband lived here in Oakridge but worked in Riverbend. Transit would have been impossibly long for him to commute. But why should that stay the way it is? Why not create a transit system that makes commutes like that easy and quick? My son worked downtown but had to be at work at 6:00a.m. There were no buses to the train station at that time (he needed the bus at 5:00a.m. to get there on time) but there are no buses at that time of day. He had to walk to the train station (about 2.5km) to the train which was running. What's the point of starting the trains that early if the feeder buses aren't running? That makes no sense. Run them early and much more often (some cities run routes every minute during rush hour). My final concern is the fact that the trains run on the surface and are subject to weather delays, hard to get to, and are located in places that are awkward to get to (Chinook Stn is a perfect example). I've heard the excuses that it's too costly etc. but balance that against the obvious</p>	<p>3/23/2016 17:21</p>

	<p>increase in economic growth if people can take an underground rail directly to the places where they go to shop (Chinook Centre) and where they work or play. Montreal, London, and Paris have built theirs under rivers and the St Lawrence Seaway. New York's system is under several rivers. We want to get to where people here are like people there have been for over a century -- non-drivers. Once we get the first tunnel built, the others become significantly cheaper because the equipment simply lives underground and the work gets done without ever disrupting the surface. My final statement is that cities need to be for people, not for cars. Calgary now is being built to accommodate cars. Someone once described Calgary as a city that when we no longer drive will have the most terrific skateboarding/rollerblading parks in the world. Major cities are doing incredible things that are innovative and remarkable things. Despite the downturn in the economy, there is no reason we can't do likewise. We just need to decide to do it.</p>	
Ellen	I would really like you to sincerely think about moving the terminus to Anderson Road and 24th Street. This way the communities south of Fish Creek could utilise the SW BRT more efficiently and it would not negatively impact the homes on Woodpark Blvd and 24th	3/23/2016 17:15
Pedestrian crossing of 14th St	Crossing 8 lanes of traffic to Glenmore Landing and reservoir is not appealing. An underpass also brings some personal safety concerns. Many seniors cross to get groceries - have we considered that this neighborhood is one of few that allows aging in place just as it is?	3/23/2016 16:49
Loss of greenspace and trees	Concerned about the loss of greenspace and trees (which make the space more pleasant AND attenuate an already noisy 14th St). Part of the reason I bought in the neighborhood was the proximity to a pleasant if small offleash area.	3/23/2016 16:47
Steve	I would like to see the SWBRT project be delayed until the construction of the ring road. 1) The ring road may significantly alter the demand and/or design required. 2) The ring road would alleviate construction traffic pains.	3/23/2016 16:30
Katie B	Hi, I am excited about the SW BRT, as the proposed route it will have significant positive impact on transit to a number of destinations I regularly travel to. As far as I can tell from the map, there isn't a station or stop by Crowchild and 17th Avenue, but I'm not sure if all stops are listed on the map, or only ones where station structures will be built. I would find a stop near 17th Ave very useful.	3/23/2016 16:22