GETTING TO AND FROM BRT STATIONS

We want to hear your thoughts on getting to and from BRT stations.

Getting to and from Bus Rapid Transit (BRT) stations is one of the topics we've heard Calgarians would like to discuss. You'll find some information about this topic and the opportunity to provide feedback below.

Getting to and from BRT stations

Calgarians can get to and from BRT stations by foot, bike, feeder bus or train. Different stations might have different features and access options based on the needs of the communities and transit customers it serves. As part of the station design we will be reviewing sidewalk / pathway connections, crosswalks, and existing lighting.

Parking

There are no plans to include new Park and Rides with any of the four new BRT projects, though the South Crosstown BRT will make use of the existing Park and Rides at Heritage LRT Station and Douglas Glen, and the North Crosstown BRT will make use of the existing Park and Ride at Brentwood LRT Station. The projects are intended to serve local communities and will primarily be accessed from within the community via feeder buses, walking and cycling.

As the projects near construction completion, The City will work with communities to implement residential parking restrictions if that is of interest to residents. There are different options for permitted parking in communities, including two-hour restrictions, residential parking permits, and others.

Learn more about The City's Residential Parking Permit Program.

What will we do with your feedback?

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

Links

- BRT Engagement Home Page
- More Information About BRT

Share your thoughts on getting to and from BRT stations

Do you have any thoughts on getting to and from BRT stations that you'd like us to consider?

Comment Submission Guidelines

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

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

Add Message

Adding new posts is disabled for this conversation.

129 Messages

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OakridgeRes | Posted on May 17, 2016

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?

Noota | Posted on May 15, 2016

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 fisable because of lack of parking.

CityofCalgary | Posted on May 18, 2016

Hi Noota – thanks for telling us your thoughts on Park and Ride. We understand that it can be frustrating trying to find parking when using the LRT. As you are already aware, there are no plans to construct parking facilities for the SW BRT. The cost of building parking facilities is outside of the budget scope. The stations are intended to serve local communities and will primarily be accessed from within the community via feeder buses, walking and cycling. Based on 2014 Civic Census data, by 2024, more than 380,000 Calgarians will live or work within a 10-minute walk (600 metres) of one of the planned BRT stations.
We have heard that many residents are concerned about the behaviour you've talked about: parking in residential areas to access transit. As such, The City will work with the community to implement residential parking restrictions if that is of interest to residents. There are different options for permitted parking in communities, including two-hour restrictions, residential parking permits, and others. You will be able to access the BRT service by using a feeder bus, walking or cycling to the station.

Caht | Posted on May 14, 2016

My concern is the stop at 90th and 14th. I cant 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

CityofCalgary | Posted on May 18, 2016

Hi Caht – thanks for sharing your concern. The City will work with communities and private parking lots such as Glenmore Landing to implement residential parking restrictions if that is of interest to residents. There are different options for permitted parking in communities, including two-hour restrictions, residential parking permits, and others. The City has worked with owners of mall plazas in the past to enforce parking restrictions such as paid parking and time limits which have been successful in places like the McMahon Stadium lot in the northwest where it is paid parking. Visit Calgary.ca to learn more about The City's Residential Parking Permit Program.

marvelknight | Posted on May 13, 2016

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.

CityofCalgary | Posted on May 18, 2016

Hi marvelknight – thanks for weighing in! You're correct, ride times need to be reliable and rapid. One of the biggest areas of focus for the BRT service is the service plan which will be designed to meet the needs of transit users wanting quick, reliable public transit options. Calgary Transit is currently working on a service plan and will be going to the public over the coming years to further understand their transit needs. This plan will ensure all customers within the SW BRT service area will only need to take one bus to get to the BRT line. By building bus-only lanes on 14 Street which is already very congested, we are able to provide a more reliable rapid transit service since buses will not have to share lanes with other traffic; it means they will be able to avoid delays. Bus-only lanes provide assurance of bus reliability and with dedicated lanes, traffic will operate as it does now, no matter the bus schedule.

Philippe Boilard | Posted on May 13, 2016

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.

CityofCalgary | Posted on May 18, 2016

Hi Philippe Boilard – thanks for this great input! You're correct, Calgary is currently very car-centric. By providing rapid, reliable and frequent transit service, the goal is to encourage citizens to leave their cars at home and use public transit more often. When the service can be consistent and reliable, more people will be willing to consider it a viable alternative to driving their car. Based on 2014 Civic Census data, by 2024, more than 380,000 Calgarians will live or work within a 10-minute walk (600 metres) of one of the planned BRT stations. We hope this is helpful!

dAVEYBOY | Posted on May 12, 2016

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?

CityofCalgary | Posted on May 18, 2016

Hi dAVEYBOY – thanks for your parking inquiry. The cost of structured parking like you suggest is quite high. To put that in perspective, the total BRT program budget is about $208 million and this is to be used across all four BR projects. The City will work with the surrounding communities to implement residential parking restrictions if that is of interest to residents. There are different options for permitted parking in communities, including two-hour restrictions, residential parking permits, and others. Visit Calgary.ca to learn more about The City's Residential Parking Permit Program. The Glenmore Landing redevelopment will allow more people to live within walking distance to transit services. Investment in Transit will improve travel options and make areas more appealing for residents and businesses.

The presence of a transit facility, such as a bus station, can certainly make a piece of land more attractive to potential developers. Transit oriented development is driven by interested developers rather than The City. All development projects must follow The City's development permit process, which requires public engagement.

The aim of the Southwest BRT is to serve developments that already exist or are already under construction, such as Glenmore Landing, Rockyview Hospital, Currie Barracks, Lincoln Park, and Mount Royal University.
Please consult the Glenmore Landing Notice of Motion website for details on that project. There is currently no plan, only a commitment to work on one together with the owner of the site. All of your concerns regarding traffic, parking, etc. will be considered should the project continue.

Kona's Dad | Posted on Apr 28, 2016

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 time required to allow pedestrians to cross the intersections improving traffic flow.

CityofCalgary | Posted on May 9, 2016

Hi Kona's Dad - thanks for your input on pedestrian overpasses. The City of Calgary considers pedestrian safety a top priority and while this is not under the scope of the SW BRT project, we have passed your comment along to the Bridges and Structures team. If you're interested in learning more about The City's pedestrian strategy, you can visit The City of Calgary Pedestrian Strategy page here . We hope this is useful!

Kona's Dad | Posted on May 20, 2016

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?

Barry J | Posted on Apr 26, 2016

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

Captain Moderate | Posted on Apr 23, 2016

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.

Ann | Posted on Apr 24, 2016

City has pegged ridership at 12M. I can't imagine local community population meeting that target

CityofCalgary | Posted on Apr 26, 2016

Hi Ann – thanks for participating. The SW BRT is being built as a part of the Calgary Transit RouteAhead strategy, which you can find online here. The forecast ridership includes current ridership numbers as well as predictions based on the development happening in the Southwest over the next 30 years. Developments like the Currie Barracks and Lincoln Park business park will be bringing increased population to the area and more demand for BRT service. Below are some figures you may find interesting about ridership on routes today that are not BRT.

th and 90th Ave average 620 people per day

Route 20 @ Glenmore on average is 1700 people per day

th and Southland average is 1290 people per day

th and Southland average is 1320 people per day

St transit only lanes will provide that direction for the SW BRT providing a fast, efficient and reliable service. With a BRT service running, it will offer a more reliable and efficient way for people to reach their destinations by using public transit.

Ann | Posted on May 3, 2016

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?

CityofCalgary | Posted on May 12, 2016

Hi Ann – apologies, there was a formatting error. We have re-posted the list here and hope it is more clear now that it is formatted properly:

- Route 79/80 @ 14th and 90th Ave average 620 people per day
- Route 20 @ Glenmore on average is 1700 people per day
- Route 56 @ 14th and Southland average is 1290 people per day
- Route 16, 80 and 84 @ 14th and Southland average is 1320 people per day

It's important to note that the 12M ridership number reflects eventual use (30+ years), not day-one use. It also reflects all transit use along the corridor, not just the SW BRT route itself. More recent ridership forecasts show a total of 30,000 weekday passengers across the four BRT projects, which will service Calgarians in all four quadrants. BRT program ridership is comparable to a rail transit option like the West LRT, though the budget for the entire BRT program is significantly less (1/5) than the budget for the West LRT.

We hope this is helpful!

J | Posted on Apr 14, 2016

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!

J | Posted on Apr 14, 2016

No idea how that second paragraph segment was added in when my comments loaded, please disregard.

Oakridge Dave | Posted on Apr 13, 2016

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

off. For some people, the benefit of the BRT might not be in time savings so much as the direct access to their destination. For MRU students, for example, the SW BRT could mean getting a seat on a bus that goes directly to the university in 35 minutes vs. the current commute of bus-to-train-to-bus, which takes nearly an hour and a half from Woodbine. Ultimately, Calgarians will choose the mode and route of travel that makes the most sense for them - our objective is to provide more reliable, efficient travel options to choose from. Thanks again!

Haysboro | Posted on Apr 12, 2016

While I support the BRT in general I do have questions and concerns that I have not found answers to on 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 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.

CityofCalgary | Posted on Apr 12, 2016

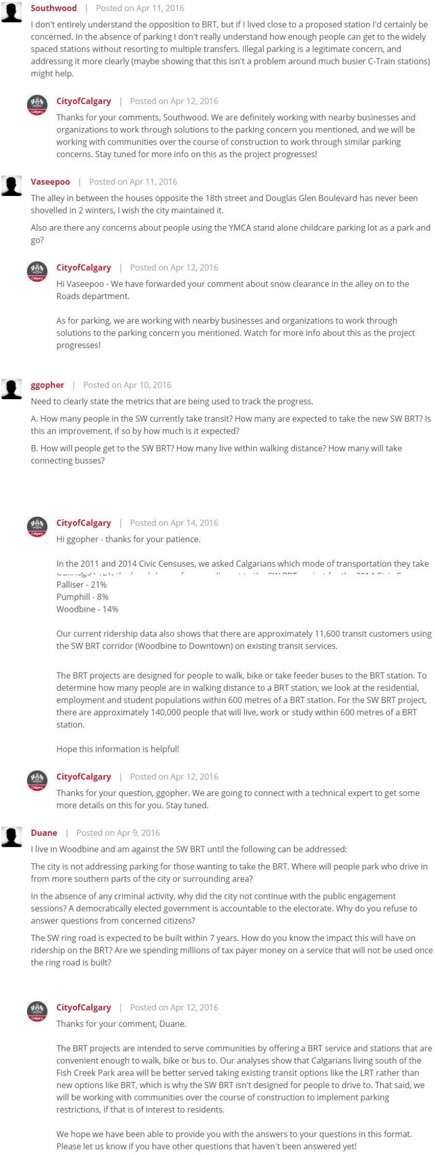
Hi Haysboro -

Thanks for your comment about pedestrian accessibility and safety. Other than the modifications to the existing pedestrian bridge at 75 Avenue SW, there aren't any plans in the BRT program for new pedestrian overpasses, but we have passed your comments on to the bridges and structures group at The City.

As for the rationale for putting both bus lanes on the west side of 14 St: The guiding principal for 14 St SW is that bus operations would be predominantly in dedicated lanes to avoid mixed-use traffic wherever possible (dedicated lanes keep buses reliable and on time). It's important to match the transit service with the existing major activity sites along 14 St SW. A bus-only lane on the west side of 14 St in the southbound direction accommodates these goals, but a bus-only lane in the northbound direction does not. Also, if the lanes were split, large volumes of traffic would be required to cross the bus-only lane at Southland Drive and Heritage Drive, which would present more issues for traffic flow and congestion.

In short, two dedicated lanes on the west side of 14 St is the best option for traffic flow at intersections while providing direct access to the major land uses through the corridor.

Hope this is helpful!



Southwood | Posted on Apr 11, 2016

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.

CityofCalgary | Posted on Apr 12, 2016

Thanks for your comments, Southwood. We are definitely working with nearby businesses and organizations to work through solutions to the parking concern you mentioned, and we will be working with communities over the course of construction to work through similar parking concerns. Stay tuned for more info on this as the project progresses!

Vaseepoo | Posted on Apr 11, 2016

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?

CityofCalgary | Posted on Apr 12, 2016

Hi Vaseepoo - We have forwarded your comment about snow clearance in the alley on to the Roads department.

As for parking, we are working with nearby businesses and organizations to work through solutions to the parking concern you mentioned. Watch for more info about this as the project progresses!

ggopher | Posted on Apr 10, 2016

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?

CityofCalgary | Posted on Apr 14, 2016

Hi ggopher - thanks for your patience.

In the 2011 and 2014 Civic Censuses, we asked Calgarians which mode of transportation they take
[illegible]
Palliser - 21%
Pumphill - 8%
Woodbine - 14%

Our current ridership data also shows that there are approximately 11,600 transit customers using the SW BRT corridor (Woodbine to Downtown) on existing transit services.

The BRT projects are designed for people to walk, bike or take feeder buses to the BRT station. To determine how many people are in walking distance to a BRT station, we look at the residential, employment and student populations within 600 metres of a BRT station. For the SW BRT project, there are approximately 140,000 people that will live, work or study within 600 metres of a BRT station.

Hope this information is helpful!

CityofCalgary | Posted on Apr 12, 2016

Thanks for your question, ggopher. We are going to connect with a technical expert to get some more details on this for you. Stay tuned.

Duane | Posted on Apr 9, 2016

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?

CityofCalgary | Posted on Apr 12, 2016

Thanks for your comment, Duane.

The BRT projects are intended to serve communities by offering a BRT service and stations that are convenient enough to walk, bike or bus to. Our analyses show that Calgarians living south of the Fish Creek Park area will be better served taking existing transit options like the LRT rather than new options like BRT, which is why the SW BRT isn't designed for people to drive to. That said, we will be working with communities over the course of construction to implement parking restrictions, if that is of interest to residents.

We hope we have been able to provide you with the answers to your questions in this format. Please let us know if you have other questions that haven't been answered yet!

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

Thanks!

Glenn Johnston | Posted on Apr 9, 2016

If no new parking is proposed at any of 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.

CityofCalgary | Posted on Apr 12, 2016

Good question, Glenn. We are working with nearby businesses and organizations to work through solutions to the parking concerns you mentioned. Watch for more info about this as the project progresses!

chattykathy | Posted on Apr 8, 2016

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.

Toasty | Posted on Apr 7, 2016

I never go downtown so this service does not suit my needs. We need beeter service to the airort 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.

MARK | Posted on Apr 7, 2016

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.

CityofCalgary | Posted on Apr 12, 2016

Mike | Posted on Apr 5, 2016

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.

Majenta | Posted on Apr 5, 2016

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.

CityofCalgary | Posted on Apr 12, 2016

Thanks for your comment about pedestrian safety, Majenta. There aren't any plans for a new pedestrian overpass at Heritage Drive right now, but we have passed your comments along to the bridges and structures group at The City.

craigroad | Posted on Apr 4, 2016

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?

CityofCalgary | Posted on Apr 6, 2016

Hi craigroad - As the projects near construction completion, The City will work with communities to implement residential parking restrictions if that is of interest to residents. There are a few different options for permitted parking in communities, including two-hour restrictions, residential parking permits, and others. There are more details about The City's Residential Parking Permit Program at calgary.ca, if you're interested in learning more!

geterdone | Posted on Apr 11, 2016

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.

JS | Posted on Apr 4, 2016

There is already too little parking at Heritage and this will just make it worse.

Gary | Posted on Apr 2, 2016

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

Jordanna | Posted on Apr 2, 2016

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

> **CityofCalgary** | Posted on Apr 6, 2016
>
> Hi Jordanna -
>
> 1. The existing Route 56 is the only bus intended to feed into the Woodbine/Woodland station.
>
> 2. Bike facilities is one of the topics we are looking for input on, so we'd love to hear your thoughts! There are a number of different bike storage options, including some of the ones that you mentioned. We'll review public feedback and evaluate each station's needs to determine whether a bike storage facility is needed and, if so, which option would be most appropriate for that station. Stay tuned!
>
> 3. We regularly review existing bus routes, and we will be reviewing Route 56 over the course of project construction. There could be slight adjustments to the route, but on the whole, Route 56 will remain a great option for getting to the new BRT station.
>
> 4. We will be working with communities that are interested in residential parking solutions as we get closer to the end of construction. These are great questions, and we will make sure they are considered as we move through that process.
>
> Thanks!

Jen in Woodbine | Posted on Mar 31, 2016

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.

Glenn Johnston | Posted on Mar 30, 2016

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.

> **Glenn Gets it** | Posted on May 1, 2016
>
> 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.

ggopher | Posted on Apr 10, 2016

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.

Oakridge Dave | Posted on Apr 13, 2016

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.

RM | Posted on Mar 30, 2016

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.

CityofCalgary | Posted on Apr 6, 2016

Hi RM - The guiding principal for 14 St SW is that bus operations would be predominantly in dedicated lanes to avoid mixed-use traffic wherever possible (dedicated lanes keep buses on time and reliable).

As you mentioned, it's important to match the transit service with the existing major activity sites along 14 St SW. While a bus-only lane on the west side of 14 St in the southbound direction accommodates these goals, a bus-only lane in the northbound direction does not. BRT service along the east side of 14 St hinders the direct connection with the major activity centres on the west side, making those station less desirable and attractive to use.

If the lanes were split, large volumes of traffic would be required to cross the bus-only lane at Southland Drive and Heritage Drive, which would present more issues for traffic flow and congestion.

In short, two dedicated lanes on the west side of 14 St is the best option for traffic flow at intersections while providing direct access to the major land uses through the corridor.

Oakridge | Posted on Apr 7, 2016

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

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.

SB | Posted on Mar 29, 2016

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.**

Ella | Posted on Mar 31, 2016

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.

CityofCalgary | Posted on Apr 6, 2016

Hi Ella - we will be reviewing existing bus routes over the course of construction to make sure we are providing the best possible transit service. There might be slight adjustments to existing routes, but for the most part, we aren't anticipating any major changes.

Regarding frequency: the BRT services will run every 10 minutes in peak periods (rush hour), and every 15-20 minutes in off-peak periods. Stay tuned for more information about the service plan in the coming months and years!

Rider | Posted on Mar 29, 2016

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.

What is City hiding? | Posted on Mar 30, 2016

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??

Sarah | Posted on Apr 2, 2016

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.

Joey123 | Posted on Apr 9, 2016

Totally agree that a TOD plan is needed. It would help ridership and businesses.

What is City hiding? | Posted on Apr 3, 2016

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 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

Sarah | Posted on Apr 3, 2016

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.

CityofCalgary | Posted on Mar 29, 2016

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

robdickinsonAB | Posted on Mar 29, 2016

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 14th street makes sense. However, encouraging ridership from the residents in the east communities is also important. Improving the connections at 90th avenue and Heritage Drive SW should continue to be explored, such as the introduction of pedestrian overpasses.

CMRes | Posted on Mar 29, 2016

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!

Okotokes living | Posted on Mar 29, 2016

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?

CityofCalgary | Posted on Apr 6, 2016

Hi Okotoks - There are no plans to provide new parking facilities for these BRT projects. For customers who require a vehicle to access the transit system, they will continue to be directed to the LRT park-and-rides.

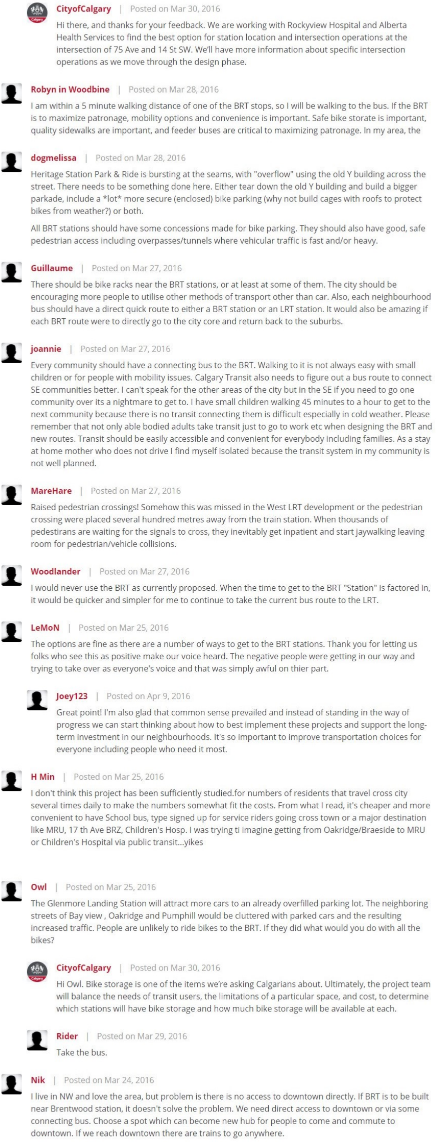
The SW BRT will use the standard Calgary Transit fare, so it will be consistent with LRT fare.

JMM | Posted on Apr 5, 2016

Those that don't pay city taxes should have to pay more for these services.

Why so many stops? | Posted on Mar 29, 2016

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?



CityofCalgary | Posted on Mar 30, 2016

Hi there, and thanks for your feedback. We are working with Rockyview Hospital and Alberta Health Services to find the best option for station location and intersection operations at the intersection of 75 Ave and 14 St SW. We'll have more information about specific intersection operations as we move through the design phase.

Robyn in Woodbine | Posted on Mar 28, 2016

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 storate is important, quality sidewalks are important, and feeder buses are critical to maximizing patronage. In my area, the

dogmelissa | Posted on Mar 28, 2016

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.

Guillaume | Posted on Mar 27, 2016

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.

joannie | Posted on Mar 27, 2016

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.

MareHare | Posted on Mar 27, 2016

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 inpatient and start jaywalking leaving room for pedestrian/vehicle collisions.

Woodlander | Posted on Mar 27, 2016

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.

LeMoN | Posted on Mar 25, 2016

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 thier part.

Joey123 | Posted on Apr 9, 2016

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.

H Min | Posted on Mar 25, 2016

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 ti imagine getting from Oakridge/Braeside to MRU or Children's Hospital via public transit...yikes

Owl | Posted on Mar 25, 2016

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?

CityofCalgary | Posted on Mar 30, 2016

Hi Owl. Bike storage is one of the items we're asking Calgarians about. Ultimately, the project team will balance the needs of transit users, the limitations of a particular space, and cost, to determine which stations will have bike storage and how much bike storage will be available at each.

Rider | Posted on Mar 29, 2016

Take the bus.

Nik | Posted on Mar 24, 2016

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...

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 cone 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 capacit | Posted on Mar 24, 2016

BIS

Access | Posted on Mar 24, 2016

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.

StuG | Posted on Mar 24, 2016

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, 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

CityofCalgary | Posted on Mar 30, 2016

Thanks StuG. That's a great suggestion. Pedestrian safety and accessibility is certainly a high priority for us! Thanks for sharing.

Leigh | Posted on Mar 24, 2016

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.

Bob | Posted on Mar 24, 2016

Are the feeder buses to the LRT going to be replaced or altered by the BRT system?

CityofCalgary | Posted on Mar 30, 2016

Thanks for your question, Bob. We are reviewing the existing transit routes in the area to determine how best to incorporate them with the new BRT projects. Feeder bus access to LRT will be maintained, though the routes themselves may be slightly altered. Which route do you use now? How could that feeder bus service be improved for you?

Chris | Posted on Mar 24, 2016

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.)

Justin | Posted on Mar 24, 2016

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.

Jillian | Posted on Mar 24, 2016

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, he 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.

WhiteRaven | Posted on Mar 24, 2016

Correction to my post. The bus route is 79/80, not 90/91.

WhiteRaven | Posted on Mar 24, 2016

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 arrises 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.

> **CityofCalgary** | Posted on Mar 30, 2016
>
> Hi White Raven. Great question. Cycling access and storage is something we are looking at as we move through the design phase of the projects. As a cyclist, which of the options you described would be most convenient or feel safest for you?

Cthomp | Posted on Mar 24, 2016

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 dont 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.

RS | Posted on Mar 23, 2016

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

> **CityofCalgary** | Posted on Mar 30, 2016
>
> The stations are intended to serve local communities and will primarily be accessed from within the community via feeder buses, walking and cycling. The City will work with the community to implement residential parking restrictions if that is of interest to residents. There are different options for permitted parking in communities, including two-hour restrictions, residential parking permits, and others.

JG | Posted on Mar 23, 2016

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.

6 | Posted on Mar 23, 2016

will there be bike racks at any/ all of the stations? Will any of the buses have bike racks on the front

> **CityofCalgary** | Posted on Mar 30, 2016
>
> Ultimately, the project team will balance the needs of transit users, the limitations of a particular space, and cost, to determine which stations will have bike storage and how much bike storage will be available at each. As a cyclist, would having bike racks on the buses themselves be helpful to you?
>
> > **RM** | Posted on Mar 30, 2016
> >
> > Yes please. Racks on the buses would significantly expand the area served by the route.

getting to and from | Posted on Mar 23, 2016

I think parking restrictions on streets adjacent to the BRT stations is a must AND the feeder bus routes need to sinc up with the BRT buses.

Julie Kearns | Posted on Mar 23, 2016

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 (linearroute to the LRT or BRT and doesn't sit for minures to get back on schedule.

D | Posted on Mar 23, 2016

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.

Ann | Posted on Mar 23, 2016

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

> **CityofCalgary** | Posted on Mar 30, 2016
>
> Hi Ann. By “local communities” we mean the communities near or adjacent to the BRT routes and stations. There are no plans to build new Park and Rides with the new BRT projects in the foreseeable future. The stations, including the end-of-the-line station in Woodbine, are intended to serve people walking, biking or busing from nearby communities. Park and Rides are typically more appropriate and necessary for LRT stations than BRT stations.
>
> > **Ann** | Posted on Apr 1, 2016
> >
> > Thank you for your reply. Woodbine is adjacent to BRT. Would communities nearby include Evergreen, Somerset and in the future Providence? I understand the feeder bus network here is under review and will undergo engagement in the fall.

Interested | Posted on Mar 23, 2016

How will people, especially the elderly get from the station to the Rockyview hospital building. It is a steep hill for walkers.

> **CityofCalgary** | Posted on Mar 30, 2016
>
> Thanks for your feedback! We are still working with Rockyview Hospital and Alberta Health Services to determine the best location for the station at the hospital, and we will take your comments forward into those conversations.

Peter Arato | Posted on Mar 23, 2016

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.

Slblyth | Posted on Mar 23, 2016

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.

Graeme | Posted on Mar 23, 2016

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.

> **CityofCalgary** | Posted on Mar 30, 2016
>
> Good question, Graeme. These new BRT projects are additions to the existing transit options rather than replacements. For some people, the most convenient option to reach their destination might still be the LRT. For people not traveling directly to downtown, though, the BRT will provide connections to other destinations like MRU, Rockyview Hospital, Marda Loop and Currie Barracks.

gibs | Posted on Mar 23, 2016

SECURE bike parking

good idea if it fail then we have addition lanes to drive on BIS | Posted on Mar 22, 2016

good idea if it fail then we have addition lanes to drive on

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