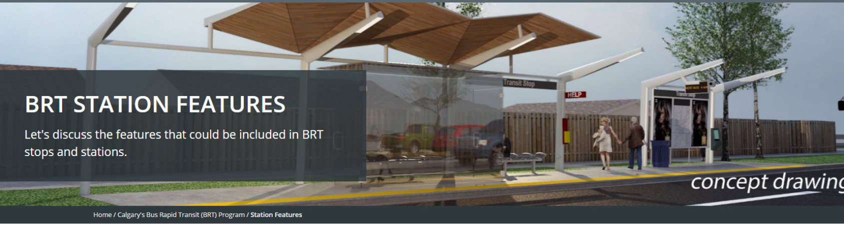

BRT STATION FEATURES

Let's discuss the features that could be included in BRT stops and stations.

Home / Calgary's Bus Rapid Transit (BRT) Program / **Station Features**

We'd like your feedback on Bus Rapid Transit (BRT) station features. You'll find some information about this topic and the opportunity to provide feedback below.

BRT Station Features

The BRT stations are designed to meet the Calgary Transit Customer commitment. Similar to LRT stations the BRT stations are designed to last. Some features are standard to most BRT stations, such as benches, trash and recycling receptacles, and system maps.

Other features are more dependent on the needs of the customer yet need to be respectful of the location and context of the neighbourhood. We learned from RouteAhead (2012) that Calgarians would be interested in features like real-time traveller information, heated shelters, and security cameras and help phones.

Not all BRT stations in Calgary will have the same features. Generally the stations will share a similar look and feel, but station design and size for each route and each location will vary. Feature will be included in stations based on the needs of the customer yet need to be respectful of the location and context of the neighbourhood.

We want to know what is most important to you, as a transit customer or member of the community. We're seeking input on:

- Look and feel (canopy design)
- Shelter from weather
- Real-time traveller information
- Heated shelters
- Bright and well lit stations
- Security features (e.g. security cameras and help phones)
- Transit ticket vending machines
- Bike storage

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

What do you think?

The survey form is now closed. Thanks for your contributions.

How important is the look and feel of the stations?

○ 1: Not important at all
○ 2: I would like for it to look nice, but it's not that important to me
○ 3: I definitely want it to look nice, but it's not my number one priority
○ 4: The look and feel is very important to me. It has to look good.

How important is it to have real-time traveller information?

○ 1: This feature is not important at all
○ 2: This feature is nice, but not necessary
○ 3: I really like this feature
○ 4: This feature is very important to me. It's a must-have

How important is it to have shelter from the weather?

○ 1: Not important at all
○ 2: It would be nice, but isn't necessary
○ 3: Shelter from bad weather is pretty important to me
○ 4: Shelter from bad weather is very important to me. It's a must have

How important is it to have heated shelters?

○ 1: This feature is not important at all
○ 2: This feature is nice, but not important
○ 3: I really like this feature
○ 4: This feature is very important to me. It is a must-have

How important is it to have bright and well-lit stations?

○ 1: Not important at all
○ 2: It would be nice, but isn't necessary
○ 3: Bright and well-lit stations are important to me
○ 4: Bright and well-lit stations are very important to me. It is a must-have

How important is it to have security features?

Security features include things like security cameras and help phones

○ 1: This feature is not important at all
○ 2: This feature is nice, but not important
○ 3: I really like this feature
○ 4: This feature is very important to me. It is a must-have

How important is it to have ticket vending machines?

○ 1: This feature is not important at all
○ 2: This feature is nice, but not important
○ 3: I really like this feature
○ 4: This feature is very important to me. It is a must have

How important is it to have bike storage?

○ 1: This feature is not important at all

Do you have any other comments or questions about BRT station features?

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.

85 Messages

Most Recent First

Dr. Haggard | Posted on May 17, 2016

Might be a good opportunity to look into solar panels as an alternative to traditional power.

OakridgeRes | Posted on May 17, 2016

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.

Gail | Posted on May 15, 2016

Do not put this travesty through 24th Street SW! We don't need it. It looks horrible and gawdy.

LMD | Posted on May 11, 2016

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,

LMD | Posted on May 11, 2016

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.

> **CityofCalgary** | Posted on May 12, 2016
>
> Hi LMD - You're right! Each station area has its own unique mix of demographics and transit needs. Every BRT station will be designed with the community in mind. Keep an eye on the project pages to see how the plans progress!
>
> > **Ann** | Posted on May 17, 2016
> >
> > I would imagine demographics also change over time - not fixed?

Station Features | Posted on Apr 23, 2016

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

Captain Moderate | Posted on Apr 23, 2016

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.

> **CityofCalgary** | Posted on Apr 26, 2016
>
> Hi Captain Moderate – thanks for this great input. The lights proposed for the stations will use LED lighting fixtures that are better at focusing the light downward to the platform where the light is required. The real-time bus arrival information will not include audio announcements. You may be interested to know about the City of Calgary's LED street lighting retrofit program and you can read more about that here.

Federico Pena | Posted on Apr 18, 2016

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.

CityofCalgary | Posted on Apr 26, 2016

Hi Frederico Pena! Thanks for participating in the online engagement and for providing your feedback about BRT station amenities. As you know,

BRT stations in Calgary will generally share a similar look and feel, but station design and size for each route and each location will vary. For example, a station that serves as a connection point for a number of bus routes has different requirements than a station that primarily serves people walking from within a community. Some of the criteria used in the design of a station include:

Station location and use

Ridership along a route or at a station location

Available space

Transit service requirements

Technical limitations

Cost

Some features are standard to most BRT stations, such as benches, trash and recycling receptacles, and system maps. Other features are more dependent on the needs of a particular station. We learned from RouteAhead (2012) that Calgarians would be interested in features like real-time traveller information, heated shelters, and CCTV security cameras.

Resident | Posted on Apr 17, 2016

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.

CityofCalgary | Posted on Apr 19, 2016

Hi Resident - **The washroom in the turn-around is in Fish Creek is for public use. Transit terminal facilities are required to have employee washrooms for operators. There is a comparable operator washroom facility in Bowness, which serves bus drivers on Route 1. You can see an image of that washroom** Here.

We see very little vandalism/graffiti at our existing operator washrooms at Douglas Glen, North Pointe, Bowness, etc. In the last year, Calgary Transit maintenance staff have been called to remove graffiti at operator washrooms only twice. When reported, they are cleaned immediately which we have found deters further vandalism or graffiti.

Micheal J. | Posted on Apr 13, 2016

BRT Stations should feel like part of the surrounding area, welcoming, and be friendly.

aquamann88 | Posted on Apr 12, 2016

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.

TC | Posted on Apr 8, 2016

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

CityofCalgary | Posted on Apr 7, 2016

Thanks for the great input, Calgary! We are taking all of these ideas forward to the program teams and Calgary Transit.

R | Posted on Apr 7, 2016

Please make sure there is a full transit map available with the routes on it around the city, so you can look up your connections, and proper signage to know when the next bus is coming, along with a paper copy of the set time table of the bus arrival through out the days of the week. Also this http://fahrinfo.vbb.de/bin/help.exe/dn?L=vs_mobili... 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

Magda | Posted on Apr 3, 2016

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.

Amy | Posted on Apr 3, 2016

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!!

Gary | Posted on Apr 2, 2016

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.

Gary | Posted on Apr 2, 2016

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.

CityofCalgary | Posted on Apr 6, 2016

Hi Gary - Thanks for your comment. We have trialled stop request systems in a couple locations around the city, including the one on Crowchild Trail that you mentioned. We're finding that the stop requests aren't proving very effective, so for now we aren't looking at adding stop requests to the BRT projects.

Sue | Posted on Mar 31, 2016

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.

BlairCalgary | Posted on Mar 31, 2016

BRT stations must be designed into the space. This may differ from station to station. The user must feel safe & 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 & 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.

Sam | Posted on Mar 30, 2016

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.

CCD | Posted on Mar 30, 2016

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.

CityofCalgary | Posted on Mar 30, 2016

Hi everyone. Thanks for the comments and questions about security features. For the most part, "security features" are things like help phones and security cameras.

mary | Posted on Mar 29, 2016

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.

Barb | Posted on Mar 29, 2016

The multiple choice format is quite limiting. It doesn't allow for the reason behind the answer. For

Barb | Posted on Mar 29, 2016

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.

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

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.

Joannie | Posted on Mar 29, 2016

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.

Marina | Posted on Mar 28, 2016

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

Jay VanderGriendt | Posted on Mar 28, 2016

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 wold 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 .

> **CityofCalgary** | Posted on Mar 30, 2016
>
> Hi Jay. Understanding which features are most important to Calgarians is one consideration of many. Ultimately, the project team will balance the needs of transit customers, the limitations of a particular space, and cost, in determining which features will be present at each station location.
>
> > **Annie** | Posted on Mar 31, 2016
> >
> > 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.
> >
> > > **Sarah** | Posted on Apr 2, 2016
> > >
> > > 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 unecessary to me. As a taxpayer, its pretty clear to me that investing in transit is less expensive than building and maintaining roads for cars.

Robyn in Woodbine | Posted on Mar 28, 2016

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!

Mary-Anne | Posted on Mar 28, 2016

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.

Édouard | Posted on Mar 27, 2016

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.

Woodlander | Posted on Mar 27, 2016

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.

AFH | Posted on Mar 26, 2016

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.

CityofCalgary | Posted on Mar 30, 2016

Hi AFH. Please see our response to Jay Vandergiendt, above. Cost is certainly a determining factor. This survey allows us to get a glimpse of which features are most important to potential users. That information then becomes part of the final decision making.

Shirley stuck on 14th | Posted on Mar 26, 2016

Speed up all the traffic. Don't just add bus lanes especially past pump hill & 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 & University. Put in better routes, more frequent busses, not reverse routes such as 16 & 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 isartistic.

Ronya | Posted on Mar 28, 2016

I have to agree with all your points Shirley. Well put.

Henry H | Posted on Mar 25, 2016

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 or3 buses on the same route tailing one another as happens now??Lots of questions still unanswered

CityofCalgary | Posted on Mar 29, 2016

Hi Henry. Thanks for your feedback. Understanding which features are most important to Calgarians is one consideration of many. Ultimately, The City will balance the needs of transit customers, the limitations of a particular space, and cost, in determining which features will be present at each station location.

H Min | Posted on Mar 25, 2016

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!

Rob G | Posted on Mar 25, 2016

Look and feel, and the real-time traveller info are the most important to me

J | Posted on Mar 24, 2016

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.

Cf Masterpiece | Posted on Mar 24, 2016

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.

Jgauthier | Posted on Mar 24, 2016

stations could often be strategicly placed so the sun is able to help heat the riders

Michele | Posted on Mar 24, 2016

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.

International Avenue | Posted on Mar 24, 2016

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!!

Josh | Posted on Mar 24, 2016

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.

Maria | Posted on Mar 24, 2016

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!

Jillian | Posted on Mar 24, 2016

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

Kyle | Posted on Mar 24, 2016

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!

Jake | Posted on Mar 24, 2016

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

Totally against | Posted on Mar 24, 2016

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.

N R Sharma | Posted on Mar 23, 2016

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.

Nathan | Posted on Mar 23, 2016

Appreciate the opportunity to provide feedback. The most important criteria for me is some protection form the weather while I wait for the Bus. Safety/security features would also be appreciated, though hopefully rarely used.

Deanie | Posted on Mar 23, 2016

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

Ian | Posted on Mar 23, 2016

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

BW Dave | Posted on Mar 23, 2016

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?

> **CityofCalgary** | Posted on Mar 31, 2016
>
> Hi Dave. The canopy provides shelter from rain and snow from above, and there would also be an enclosed, heated shelter on some platforms to provide shelter from the weather. We appreciate the comment though and will take that feedback back to the project team
>
> The lights proposed for the stations will use LED lighting fixtures that are better at focusing the light downward to the platform where the light is required. The real-time bus arrival information will not include audio announcements.

D | Posted on Mar 23, 2016

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.

Susan | Posted on Mar 23, 2016

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

we're to rate their importance.

Peter Arato | Posted on Mar 23, 2016

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.

Slblyth | Posted on Mar 23, 2016

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

Tim Choi | Posted on Mar 23, 2016

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.

> **BW Dave** | Posted on Mar 23, 2016
>
> exactly, the technology is in your pocket and not required in the station

About

You see the results of decisions made by The City of Calgary every day – in your roads, drinking water, parks and much more. Get involved and provide your input on City projects and programs. Together we can build a better community!

Contact Us

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

☎ Phone 311 or 403-268-CITY (2489)

Website **www.calgary.ca**

Privacy Policy Terms of Use Accessibility Moderation

Copyright Harvest Digital Planning 2016

POWERED BY THE HIVE