

Calgary



Centre City Plan Refresh

What We Heard Report

Transportation Workshop 2019 May 29



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Transportation Workshop

About this what we heard report

This report summarizes the activities and results of engagement for the “Transportation” Workshop on May 29, 2019 for the Centre City Plan Refresh project. It outlines the project, the purpose of the public engagement, the activities we did, and a summary of what we heard at the events. A full list of comments received through public engagement is included in this report.

Project overview

In 2007, based on extensive citizen input, City Council adopted the Centre City Plan, a vision document that describes what the Centre City could look like in 30 years. The Centre City Plan is a coordinated strategy document that pulls together the vision for the Centre City along with strategies and actions relating to land use planning, economic, cultural, and social development, and governance. With the approval of the adoption of the Centre City Plan (CPC2007-049), it included a recommendation for regular monitoring and reporting. In January 2017 the Centre City Plan was identified as one of 28 Council policies to be amended. It’s time to review and refresh the original Centre City Plan.

Calgary’s Centre City is the area south of the Bow River (including Prince’s Island Park) from 17th Avenue SW and 14th Street SW, to the Elbow River. It also includes Downtown, Eau Claire, West End, West Connaught, Connaught Centre, Victoria Crossing Centre, East Victoria Crossing, East Village, Chinatown and Stampede Park area. (A map is contained in the Centre City Plan, 2007.)

The purpose of this refresh project is to:

- affirm the current plan’s vision and principles;
- reassess the big-picture direction for the Centre City;
- identify actions to realize the vision;
- update the information in the Plan to align with other city policies such as the [Municipal Development Plan](#) and [Centre City Guidebook](#); and
- eliminate overlap with other documents.

Engagement was approached with the understanding that the plan need not be re-written; rather it will be updated or, “refreshed”, to reflect the current thinking within the Centre City. An update to the Centre City Plan is an opportunity to refocus Calgary’s energy and reinvigorate a commitment to success in the Centre City.



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Background and Purpose

The workshop engagement approach was designed to review the proposed goals for transportation in Calgary's Centre City, related initiatives, and outcomes that were developed by the Centre City Plan (CCP) core project team through their analysis of all inputs compiled leading up to the workshop. Multiple inputs include:

- a review of the existing 2007 Centre City Plan to identify which information should remain in the Plan and be updated and which information should be removed;
- a review of related City policy, guideline and strategy documents;
- input collected from various City departments;
- results of the Strategic Foresight process (a scenario-based methodology that immerses participants in a study of the future by asking them to create and explore multiple plausible alternatives for a domain or topic of interest.);
- stakeholder and public engagement that was compiled into a What We Heard Report;
- a review of the results from the Downtown Economic Summit held on 2017 March 2; and
- a review of best practice research.

Target audiences

The targeted audience for this engagement was primarily internal stakeholders from The City of Calgary.

Internal Stakeholders

A wide cross-section of internal and external stakeholders was invited to a focused workshop. Stakeholders in attendance represented the following business units and external agencies:

The City of Calgary

- Planning and Development (including Community Planning, Growth Strategies, Urban Design, and Urban Strategy);
- Transportation (including Livable Streets, Development Services, Strategy, Transit, Roads, Traffic, Data & Forecasting);
- Parks
- Green Line
- Ward 7 Office
- Ward 8 Office

External Agencies

- Calgary TELUS Convention Centre
- Calgary Municipal Land Corporation (CMLC)
- Calgary Economic Development
- Thin Air Labs

The following stakeholders were invited to the workshop but did not attend:

- City of Calgary Living Labs
- Calgary Downtown Association

Engagement Overview

What we asked

The workshop engagement approach was designed to review the proposed outcomes, goals, and related initiatives that were developed by the Centre City Plan core project team through their analysis of all inputs leading up to the workshop.

Proposed Outcomes and Goals

The proposed Outcomes for improved transportation in the Centre City are:

- Enhance the modal split trending away from the single-occupant automobile;
- Excellent transit service and station experience;
- Efficient transportation networks for all modes; and
- Safe, vibrant public realm.

The Goals to achieve the desired Outcomes are:

- Provide better connections within and beyond the Centre City;
- Improve public realm safety, comfort and navigation in the Centre City;
- Support the growing demand for walking, cycling and transit in the Centre City;
- Provide affordable and accessible mobility options that serve the diverse population in the Centre City;
- Support economic development by addressing the travel needs of businesses, employees and visitors; and
- Prepare for the future of transportation.

Engagement focused on the following components:

Topic	Engagement Questions	How input is used	Level of Engagement
Outcomes	Review each of the four outcomes. Are these outcomes that we want to see in 10 to 20 years? Why or why not?	The Centre City Plan Refresh will identify goals, initiatives and priorities to be considered during the preparation of the refreshed Centre City Plan. The project team will review stakeholder input alongside relevant departments from across The City as well as external agencies. Stakeholder ideas will be reviewed, considered and included where	<i>Consult:</i> We will consult with stakeholders to obtain feedback and ensure their input is considered and incorporated to the maximum extent possible. We undertake to advise how consultation impacted the decisions and outcomes.
Goals	Participants reviewed each goal, discussed their viability and the best ways to achieve them.		
Initiatives	Participants reviewed and prioritized pre-identified initiatives for each goal.		
Short / Medium / Long-Term Priorities	Facilitated discussion with all participants at once, discussing how we can prepare for changing mobility needs and preferences, as well as identifying suitable pilot projects.		



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		possible. Where major themes cannot be addressed, the project team will advise why they could not be implemented.	
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Event Summary

Engagement took place on May 29, 2019 in the CPAG Team Rooms 3 and 4 at the Calgary Municipal Building. A total of 26 attendees participated in the engagement.

Invitees were asked to accept the meeting invite; those who did were assigned to one of four tables of ten attendees each. Table assignments considered department representation with the aim of ensuring a diverse mix of people at each table.

Table facilitators guided the discussions and recorded comments made by attendees. The workshop began with a presentation providing a brief history on the Centre City Plan, the purposes of the workshop, an overview of the briefing analysis and a look at major trends likely to shape the future of transportation in the Centre City.

This workshop format worked well as attendees were generally engaged during the activities and were provided our “Transportation Brief” analysis document ahead of time for review in preparation for the day’s activities.

What We Heard

Activity 1

Activity one was a table discussion regarding the proposed three Outcomes relating to improved transportation. These were:

- Enhance the modal split trending away from the single-occupant automobile;
- Excellent transit service and station experience;
- Efficient transportation networks for all modes; and
- Safe, vibrant public realm.

For each proposed outcome, the facilitator led participants through a five-minute discussion around the following questions:

- Is this something we should be pursuing over the next 10 to 20 years? Why or why not?
- Is this a realistic outcome?
- Could the outcome be reworded?
- Why do you feel that way? What is influencing your opinion?
- What inputs from the briefing note are influencing your comments?

The following table is a summary of themes that emerged from the feedback. The summary is in order of rank, meaning that the first theme was the most frequently cited and the last theme was the least cited.

Outcome 1: Enhance the modal split trending away from the single-occupant vehicle

Theme	Description
More Common	
Downtown travel demand is changing.	<i>It's easier to get downtown now than it was during the last boom, but there is still limited capacity on our roads. The majority of trips still happen in private vehicles. Our overall goal should be to reduce vehicle presence while still making downtown an attractive draw to get in and around. Good downtowns focus on pedestrians. Attracting new businesses requires more variety. Consideration of week-end and non-work travel patterns.</i>
Looking at just the modal share masks other shifts happening.	<i>Walking and cycling are highly weather and seasonally-dependent. Are Uber/Lyft taking trips away from more sustainable modes? How will autonomous cars affect this shift? Mode split is not an outcome in itself, instead we should measure total trips by mode and look for increases.</i>

Outcome 2: Excellent transit service and station experience

Theme	Description
More Common	
Network	<i>An obstacle to a robust transit network is treating a station as an isolated point versus as a multi-modal activity centre. Focus on the locations of where people are going and identify the appropriate infrastructure leading to that experience. Are different demographics attracted to different stations? Importance of high-quality space around transit. Need for better transit in Beltline. Needs to be simple – efficient – economical. Identify different travel patterns for workers, recreation, tourism. CPR tracks barrier to transit access. Lack of transit connectivity to other inner-city neighbourhoods.</i>
Inter-modal	<i>Focus on trip-training, i.e. improving the connectivity to different modes. Connect stations to surroundings and include bike parking, connections to cycle tracks. Transit should be above cycling in the hierarchy, but right now people prefer cycling over transit due to predictability – connecting the two has big potential. Short trips should be walked, med trips should be biked, longer on transit. Integrate all modes.</i>
Improvements	<i>Tech to tell how full transit is. Better transit efficiency through shared transit space/lanes. Need better business model to attract funds for enhancement of transit stations. Need better bus shelters. Public washrooms. Improve the payment system with app and different payment options. Peak use information connected to city infrastructure.</i>
Less Common	
Safety	<i>Feeling safe on transit – activations could improve perception of safety</i>



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Express routing and specialized shuttles	<i>Express buses downtown, not long haul system. Connections into neighbourhoods that are poorly served.</i>
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Outcome 3: Efficient transportation networks for all modes

Theme	Description
More Common	
Make better use of public space	<i>Get beyond moving cars and instead focus on amount of space being occupied. What are priorities for different modes – moving fast vs direct routes vs pedestrian experience. Our ability to transform from transportation as a “right to”. Combine slow movement with amenities. One-way street rethink. Better use what we have. Transportation as a service.</i>
Make peace with congestion	<i>Congestion – acceptance/change of attitude towards congestion as it leads to vitality. Efficiency shouldn’t be objective, slow people down so they spend money and interact. Slower speeds allow for an easier time navigating space.</i>
Trade-offs with other modes	<i>High cost of parking a driver for other modes. Driving is cheaper (time and money) than other modes because they are inefficient, expensive, and unsafe. Make other modes easier. Prioritize modes on different streets. Signal timing that is anti-pedestrian i.e. advance right turns that make for better car movement but bad for other users’ experience.</i>
Less Common	
Maintain goods movement	<i>Goods movement is key part of urban functioning. CPR underpasses limit movement options downtown.</i>
Seamless transitions between modes	<i>Integration of payment methods.</i>
Importance of Plus15s	<i>City investment in +15 is critical for seasonal and connected activity.</i>
C-Train “Free Fare” zone	<i>Push free fare zone out a stop in every direction, keeps fluidity high</i>

Outcome 4: Safe, vibrant public realm.

Theme	Description
More Common	
Integrated land use and transportation planning	<i>Green Line station experience – the urban environment needs to work with land use (urban vibrant centres) and urban infrastructure. Focus on activity centres – then connections leading to it. People want to use whatever space to reach their destinations. Ground floor of towers are empty. Stephen Avenue offices face the street but windows are covered, plus the pedestrian mall infrastructure is in bad condition. Less vehicles = better public realm.</i>
Make Downtown a destination for more people at different times	<i>Split modes will make transportation safe and efficient by allowing different types of travellers and speed comfort levels. Identify users (work or pleasure) using cycle tracks (document pathways) and then</i>

	<i>focus on connecting their destinations. Different strategies for weekdays, weekends, days, nights. Stephen Avenue vibrant as shared experience, extend that to other neighbourhoods i.e. Chinatown pedestrianization. Downtown should be a destination rather than somewhere you drive through.</i>
Improve safety for all modes	<i>Doesn't feel safe. LRT platforms decrease property value and safety, patrol LRT stations, remove garbage. Get more people and eyes on the street. Reduce speed limits for safety. Downtown unsafe for pedestrians. Dual right turns are very dangerous.</i>
Less Common	
Support local initiatives	<i>Give people easy access to hosting small community events without the red tape. City-sponsored events outside of Stampede. Relax the public alcohol rules.</i>
Invest in pedestrian improvements	<i>West End and Eau Claire have sidewalks of deficient width. Missing connections – i.e. sidewalk at Drop-In Centre and Edmonton Trail where desire lines exist.</i>

Activity 2

The second activity related to the following:

To achieve these outcomes for the Centre City, we have prepared the following list of suggested goals based on several inputs gained through the process.

The suggested goals are:

1. Provide better connections within and beyond the Centre City;
2. Improve public realm safety, comfort and navigation in the Centre City;
3. Support the growing demand for walking, cycling and transit in the Centre City;
4. Provide affordable and accessible mobility options that serve the diverse population in the Centre City;
5. Support economic development by addressing the travel needs of businesses, employees and visitors; and
6. Prepare for the future of transportation.

This activity was divided into three parts. A total of 60 minutes was given for this exercise.

Parts 1 and 2: Goal Viability and Goal Implementation

The table facilitator lead participants through discussions on the viability of each goal and the best way to achieve each goal. Ten minutes was allotted for each goal for a total of 60 minutes.

For Part 1, Goal Viability, participants were asked the following questions:

- Is this a realistic goal? Is it viable? Why or Why not?
- What are the best ways that this goal could be implemented? What would it take? Who would need to be involved?

For Part 2, Goal Implementation, participants were asked to identify the best ways in which to achieve each goal. This discussion was guided by the following questions:

- What would it take?



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- Who would need to be involved?
- How could it be done?

Part 3: Report Back

Based on the findings from parts one and two, a representative from each table reported back to the entire room regarding what they felt was or was not achievable as well as any new strategies that were suggested. Ten minutes was allotted for this discussion.

The following tables summarize the themes that emerged from the feedback regarding each goal. The summary is in order of rank, meaning that the first theme was the most frequently cited and the last theme was the least cited.

Goal 1: Provide better connections within and beyond the Centre City

Theme	Description
More Common	
Fully implement the cycling network and take steps to improve its safety and efficiency.	<i>Connect an avenue to make cycle priority; 12 Avenue improvements/cycle track improvements underway; Importance of further connecting cycle track – tough to access downtown from west via bike; It’s currently too easy to hop in a car and too tough to cycle; More N-S cycling connections – more E-W in Beltline; Better timing of lights for bikes as needed; Too many lights north of 4 Avenue – inefficient for active modes; Cyclists spend money at local businesses; Consider landlord commitments to tenants.</i>
Capitalize on existing assets to improve connectivity.	<i>Adjusting transportation speeds to make roadways more multi-modal-friendly; Do not add anymore single vehicle bridges; Bridges or underpasses might be a solution but are expensive, look at existing connections across CPR for improvement; Can the river be used to activate the downtown? Plazas along the river; When cars get used to reduced lanes for construction, why not reclaim those spaces for other modes i.e. Centre Street, Reconciliation Bridge; Can CPR help? Federal input; Using back alley for goods movement but also identify some activity; Remove rail. No excuse for heavy rail coming through downtown – causes problems for everyone. Opportunities for bold moves, but inertia.</i>
Less Common	
Strengthen connections across the rivers and CP railway.	<i>Better active modes in Centre City – focus on major routes into downtown; SW area (Bankview, Marda Loop) is big cycling connector; walk/cycle potential along heavy rail corridor; Missing connections, 17 Avenue from 1 Street to Stampede or 4 Street SE to Inglewood; River one side, rail on the other side, open more portals for cyclists/pedestrians. Keep cars out.</i>
Seamless transitions between modes	<i>The beauty is the travel experience of different options and hubs; Transferring between modes is always difficult – transition points need to be seamless; Some bus stops are busier; Wayfinder for different modes of travel; Interaction – user friendly – should be able to seamlessly transfer between modes without using credit cards multiple times – or payment and access for each and every mode.</i>
Make connections tourist-friendly	<i>Take the tourist point of view and map it out; Wayfinding in terms of landmarks as opposed to street names; The maps for mapfinder to be more</i>

	<i>user friendly for those who are not used to travelling to these areas e.g.: tourists/infrequent travellers.</i>
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Goal 2: Improve public realm safety, comfort and navigation in the Centre City

Theme	Description
More common	
Improve wayfinding and accessibility to make navigating the Centre City easy and intuitive.	<i>Wayfinding – clear sightlines (especially underground); Underpasses – do they create vibrancy with lights and art or dangerous spaces; Lighting, sound, sightlines – improve spaces such as underpasses; Better wayfinding – transit/bike/pedestrian – and not just another app, it should be simple, reliable and accessible; Accessibility needs to be required!; Cardinal directions should be assigned a colour; Work with billboard companies; Marketing a ‘tourist loop’ through different districts of Downtown and inner city; ‘Near Here’ are citizen/locals perspectives on wayfinding; Better building signage; Event-specific wayfinding, maybe coloured lighting.</i>
Prioritize the public realm and invest in it.	<i>Downtown West public realm is unacceptable (west of 8 Street SW); Need for more overall investment in public realm – adopt East Village investment model; Snow clearing or heated streets in strategic areas; Heated bus shelters; Snow clearing not stockpiling; Heated sidewalks using district/direct energy – improve safety; Wider sidewalks, different materials.</i>
Consider tactical place-making strategies to create moments of joy and attract pedestrians.	<i>Gas infrastructure for street firepits; Consider pace of travel; Parts of downtown look like 1980s Toronto; Public seating in desirable sunny locations; Lighting, less reliance on street lights – joyful, friendling lighting; Bring people to the streets to improve public safety, downtown ambassador programs; More greenery, less pavement.</i>
Less common	
Improve the way the Plus15 network interfaces with the sidewalk.	<i>Plus15 system competing with street life – in +15 review how can it complement the public realm? Should we celebrate the +15 as public realm? It is exclusionary and doesn’t serve outside of office hours, could we cultivate it throughout the day/week? How can we improve the public realm to better compete with +15?; Where the +15 meets the street (blank wall); Importance to better orient/interface +15 and street – High line outdoor connection to +15; Allows streets to prioritize traffic over peds.</i>
Support different modes to make the public realm more comfortable.	<i>Cycle tracks – like everywhere; Get people out of cars (provide parking) – transfer them to another mode; Different modes need information about wayfinding at different speed/pace.</i>



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Goal 3: Support the growing demand for walking, cycling and transit in the Centre City

Theme	Description
More common	
Think big – make no little transportation plans.	<i>Simply make it nice and people will use it; Make crazy stretch goals to start with; Add superblocks; Conversation about hierarchy of modes and what takes priority where; More modelling to see how modes are affected; Build it and they will come; Create a growing demand; Efficient and cost-effective; Don't implement one little piece at a time, consider Stampede – spread to 17 Avenue.</i>
Fully implement the cycle track network.	<i>Build more safe and protected infrastructure that's adaptable at all hours and fully connected; Expand cycling network; cycling options for 17 Avenue area; Cycling is political so there needs to be Council leadership and budget; Opportunity to 'sell' active modes with this plan; Cycling should be as convenient as cars – same grid – dedicated lanes; Cyclists need the entire network to have full cycle track system – the higher the connectivity the better the response; Increase bike lanes, complete the network and look for new connections.</i>
Close roads to automobile traffic more often and identify roads that can be closed or restricted permanently.	<i>Access bigger setbacks to allow for public realm; Close some streets to traffic – full proper pedestrians streets; Make more Stephen Ave; Eliminate traffic on Centre Street south of 4 Avenue; Make it less than a traffic zone; Close sections of 17 Avenue during events, Stampede, Red Mile – more parties!; Car-free days. Spill out retail, consume alcohol; Festivals – taking road space.</i>
Ensure that transportation helps to create places for people.	<i>Limitations of +15 walkways, Green Line will feed network and provide direct access to office; Wayfinder for walkway; Developers put +15 wherever as afterthought, it's treated as utility corridor and not as an activity corridor; Continue to invest in +15 for walking; Better active modes in DT west – actual people places; Land use support goal with amenities, attractive public spaces, mixed use; Invite Calgarians downtown via a mode other than cars for festivals; Access to public washrooms.</i>
Less common	
Institute congestion pricing for downtown.	<i>Make using downtown connected to travelling downtown – otherwise congestion pricing; Congestion pricing for 30 mins or less stays downtown; Create routes for cars to go around downtown – stop people from cutting through downtown.</i>



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Goal 4: Provide affordable and accessible mobility options that serve the diverse population in the Centre City

Theme	Description
More common	
Diverse user experience	<i>Ease of getting around for visitors; Yes! Kids should be more welcomed downtown; Experience of user (we don't have sizes, design ideas as to how wheelchairs, mom with kids, new immigrants, etc.); Educating kids to the environment. Use transit and modes of transit to downtown to educate kids to use these modes; Need for integrated destinations in downtown – attracting local residents and those living out of area; Payment structures for transit – family passes, cheaper for inner city?; Bike shares could be more accessible; Equity – don't expect others to do as we do. All modes important; Affordability – car is most expensive; Excluding access to technology if people can't afford it; Extend the free fare zone to other areas so people can take advantage of other services; Tell people exactly where they can access certain modes with certainty.</i>
Invest in infrastructure	<i>Build infrastructure for all modes, treat them equally; Losing bus zones to street parking; Prioritize funding over building interchanges – allocate money away from freeways – congestion pricing; Separated, high-quality cycling infrastructure; City budget to mimic CTP mode triangle – inevitable budget won't match due to cost of each mode; Fix all corners to make intersections work. Should be a goal with a time limit.</i>
Safety/accessibility	<i>Supported; Consistency in uses of roads e.g. Why is Stephen Ave open to cars past 6pm?; Better navigation for accessibility: visual impairment; Better C-Train access for mobility; Look again at Urban Braille – implement standards for universal design – need for funding; Spot improvement for wheelchair and visual impairment improvements – should be done everywhere.</i>
Less common	
Find efficiencies to improve sidewalk maintenance including snow and ice clearing.	<i>Snow clearing (sidewalk cleared to road and vice versa) and affecting the trees; Snow needs to be removed and not cleared; Snow clearing needs to be under one group; Combine service lines for cleaning and maintenance; Each service is paying separately e.g. Stephen Ave, Downtown Association – looks at certain hours and Roads looks at certain hours; Sidewalks in disrepair.</i>
Invest in cost-effective transportation methods.	<i>Should downtown parking be affordable? Important to remember how parking cost promotes transit use; Why invest in supporting vehicle infrastructure?; Walking doesn't need much money, it's more sustainable.</i>

Goal 5: Support economic development by addressing the travel needs of businesses, employees and visitors

Theme	Description
More common	
Destinations & identity	<i>Businesses coming to downtown are changing and asking for different things – need for more active modes infrastructure – importance of public realm and infrastructure for attracting new businesses; More destinations and identities for specific locations – creating a feel for different locations – creating identities – superblocks naturally make districts – importance of naming conventions for identity – linking identity with land use e.g.: Barley Belt, better for visitor legibility; Gaining economic attraction through identity; Activating back lanes; Outdated wayfinding – audit for consistent experience – which signs to believe?; Connections to amenities; Presentation of identity of areas in the Centre City; Depends on industry – demographic (family situation dictates where you live); Multi-location activities are not effective.</i>
Diverse travel patterns	<i>Solution – cheap and efficient – providing choices of travel again; Bring back tram system; Transit service times should be increased in off hours, standing at a stop for an hour is scary; CED – businesses aren’t too concerned with mobility in the Centre City, Industrial businesses want transit access on east side of city; Presumption that people read and speak English; De-centralized downtown might not be feasible; Support visitors with one great consistent way of communicating.</i>
Higher quality transit	<i>Ridership perspective vs. economic perspective; Nice transit, nice sidewalks; Beautification; TV on buses – watch the news; Entertainment/Wi-Fi on buses; Encourage street vendors, pop-ups, interim use, spill out.</i>
Less common	
Airport transit connection	<i>Airport connection to the rest of the city and downtown core – reasons because of travelling with luggage and big groups; The connection between airport and types of users – business travellers, cheaper accommodations, availability; Better plan for airport transportation – BRT system?; LRT from airport to downtown – very key.</i>
Economic diversification	<i>More breweries?; Investment needs to be made to rent buildings out.</i>

Goal 6: Prepare for the future of transportation

Theme	Description
More common	
Address the changing role of automobiles and effect on parking.	<i>Loading zones – ratio of drop off zones/layby areas; Autonomous – what happens at am and pm peak? Dead end; Don't bank on autonomous vehicles moving in – but things move very fast; EV adoption moving in quickly; Invite vehicles to perimeter of core not downtown – develop larger volume vehicle storage facilities around the core – issue – reduction of parking revenue which is key to landlord economic imperative; If parkades are empty, remove street parking – move it into parkades, frees up on-street space; Not enough street parking to balance revenue for landlords, may lose businesses that require employees to drive; Use curb-side for short stay; Car sharing. Parking lot in Centre City with shared cars for surrounding residents; Centre City car sharing system with reservations; Ride sharing; Strategically placed waiting zones where autonomous bus and shared vehicles can wait; Ridership pick up area; Restricted drop off times and areas; Car/bike sharing.</i>
Micromobility lanes	<i>Setting expectations to promote/enhance pedestrian environment – plan and then let that technology in; Exploring new ways for delivery – cycling/Amazon lockers/Robots; Separate transportation tracks by speed; “Shopping cart” system for transporting goods beyond store parking lot – cargo bike programs; Creating bike lanes created bike use; Wider sidewalks increased vibrancy; Dedicated lanes for pedestrians, bikes and other modes.</i>
Integrated mobility network	<i>Buses arriving at different times; The future is not evenly distributed – difference between inner city and outer; Transportation = mobility; Maglift trains, learn about alternate modes; The future is integrated transportation – several modes along one trip; Integrated transportation strategy, not in a silo, move people by many means.</i>
Uncertainty and flexibility	<i>Impossible to turn every intersection into East Village; Best inventions were invented not years ago; Feasible options for the future – adaptable infrastructure e.g.: Platform parkade – retrofitting existing infrastructure; Changing perceptions, crisis creates speedy change!; Charging stations/landing pads.</i>
Supportive and connected land use	<i>Spontaneous activity can also be created purposely; Don't want to create an urban realm with high ridership and no wayfinding and is not safe; Programming to create vibrancy; Corporate sponsorship – bike to work day; Take electrification – grid demand for energy; How do we double energy infrastructure support in downtown? Feed back to grid; Land use – create complete communities to encourage walking, reduce need for travel i.e. grocery stores, smaller profile.</i>

Suggested New Goals and/or Ideas

Unknown future	<i>Too many unknowns, too early stage for 5G; We don't want to lock ourselves into a plan which is not going to be implemented for the next 10 years; We need to first focus on our vision of downtown; Plan for typical day downtown and then focus on design and mitigate different event plans.</i>
Parking management	<i>Dynamic parking sensing system with criteria of keeping one parking spot per block; Parking and pickup – intelligent management system to manage needs.</i>
Other	<i>PEOPLE FIRST</i>

Activity 3

The third activity consisted of five tables, each having a large piece of paper listing one goal and associated initiatives. The sixth goal was taped to the wall. Attendees were asked to freely circulate to each of the six stations to review each list of initiatives for each goal, discuss them with whomever they chose, and identify which initiatives should be prioritized. Each attendee was asked to prioritize three to five initiatives for each goal. They were asked to prioritize putting a check mark beside the relevant initiative(s) and if desired add a supporting comment.

The following summary of themes, that emerged from Activity #3, are in ranking order, meaning that the first theme was the most frequently cited and the last theme was the least cited. Initiatives that were not selected to be prioritized by any of the participants are omitted from the following tables. Text displayed in italics indicates text that was suggested by an attendee during the workshop process.

Goal #1	Provide better connections within and beyond the Centre City.
Source	Initiative
Quick Wins	Improve east-west cycling connections. Expand and connect cycle tracks
CCP 6.1.7	Improve horizontal and vertical linkages to provide better connections between the sidewalk and +15 system.
CCP 4.2.5.11	Consider the technical feasibility and the financial merit of burying the south west LRT line adjacent to Stampede Park south of 25 Avenue.
CCP 4.2.8.8	Accommodate pedestrian/bicycle movements in future plans for the 14 Street SW/Bow Trail interchange.
DES 62	Design and deliver 17 Ave Extension.
CCP 4.2.1.8	Consider pedestrian and bicycle opportunities over the CPR tracks at 9 Street SW and improve north/south pedestrian and bicycle movement along 14 Street SW.
DES 57	Improve connections to the cycle track network from the pathway system and neighbouring communities by building or improving on-street bikeways.
CCP 6.0	o Review of the role and function of the rights-of-way within the Centre City;
CCP 6.0	o Expansion of the bus and LRT operations;
CCP 4.2.1.4	Establish stronger cycling connections to the Bow riverfront along 11 Street SW at 5 and 6 Avenue SW and along 8 Street SW and 8 Avenue SW.

CCP 6.1.3	Encourage the sensitive and creative design of new and replacement +15 bridges. Depending on the immediate site context, consideration should be given to when the bridge should be a feature element and provide animation and visual delight to the public realm and when its visual impact should be minimized, so as not to detract from local views and surrounding buildings. To this end, The City should consider the use of design competitions in order to generate ideas and creative contextual solutions.
CCP 6.0	o The movement of goods and service vehicles in and out of the Centre City; and
CCP 4.2.7.5	Incorporate a transit loop into the public realm plans for 8 Street SW and 17 Avenue SW.
CCP 4.2.1	ACTION - Explore the feasibility of realigning Bow Trail/14 Street interchange to improve the functional and aesthetic design of the riverfront parks spaces.
Quick Wins	North-south pedestrian corridor, dedicated space to move people from river to 9 AV, think Las Ramblas
CCP 4.2.8.5	Establish a strong pedestrian/bicycle connection for West Connaught to the Bow riverfront via the 13 Avenue SW Greenway to the west and along enhanced 8, 11 and 14 Street SW pedestrian streetscapes. In addition to the traffic lights, enhance the pedestrian/bicycle crossing at 13 Avenue SW and 14 Street SW to ensure pedestrian/bicycle movements can move with ease and comfort (e.g. Urban Braille, pedestrian-scaled urban and landscape features at the intersection).
CCP 4.2.5.9	Maintain the pedestrian linkage on the MacDonald Bridge between East Victoria Crossing and Ramsay community.
CCP 4.2.1.5	Better connect the West End neighbourhood with the Bow riverfront by developing innovative design solutions to minimize the impact of transportation mobility through and surrounding the neighbourhood (e.g. investigate the feasibility of moving major roadways away from riverfront, create an enhanced pedestrian environment along 9 Avenue SW, etc.).
Quick Wins	Plus15 connections from hotels
Quick Wins	More/better connections from grade to Plus15
CCP 7.7.1.1	Mid-block Connections – Encourage open mid-block pedestrian walkways on full block new/redevelopment projects.
CCP 7.4.1	Evaluate and minimize the impact of all new +15 bridges on important views.
CCP 6.1.1	Provide for major pedestrian corridors, as shown on Concept 21: Pedestrian Network, that are unobstructed and interconnected, provide urban design interest and that facilitate accessibility among the Districts, neighbourhoods, and major Centre City destinations (e.g. offices, retail core, major cultural, open space facilities, and the river pathway system).
CCP 6.1.1	Continue to develop and maintain the +15 system within the revised +15 policy area as shown on Concept 22: +15 Network.
CCP 6.0	o Exploring alternative modes and optimizing the existing infrastructure.
CCP 4.2.1.3	Establish stronger physical and visual connections to the Bow riverfront by innovatively designing pedestrian intersections along 10 Street SW and 4, 5 and 6 Avenues SW as well as at 11 Street SW and 6 Avenue SW. Investigate design solutions to provide a more comfortable and safe intersection crossing for pedestrians (e.g. pedestrian safety features and scramble/diagonal crossings, etc.).
DES 56	Adjust cycling network through the Beltline to align with the Green Line LRT plans.

CCP 6.1.4	Recognize that +15 bridges can negatively impact the pedestrian realm below them in terms of microclimatic conditions. For this reason, the design of bridges should consider ways to mitigate any negative conditions such as lighting, wind mitigation or improvements to the sidewalk level.
CCP 4.2.8.9	Improve the key route of pedestrian/bicycle travel along 10 Avenue SW with consideration of a pedestrian/bicycle connection over 14 Street SW at 10 Avenue SW.
CCP 4.2.7.3	Establish a strong pedestrian/bicycle connection for Connaught Centre to the Elbow riverfront via the 13 Avenue Greenway and to the Bow River via 4 and 8 Street SW, 10 Avenue S as well as +30 opportunities over the CPR tracks given the lack of a central neighbourhood connection for pedestrians to link to the north.
CCP 4.2.1.6	Ensure the appropriate pedestrian movements are maintained and enhanced within Shaw Millennium Park. This should include consideration of a visually creative pedestrian overpass over Bow Trail to the riverfront.

Goal #2	Improve public realm safety, comfort, and navigation in the Centre City.
Source	Initiative
CCP 7.7.1.18	Use the appropriate materials to provide an attractive and safe pedestrian/bicycle infrastructure.
CCP 6.1.9	Support tree planting projects on major pedestrian corridors and encourage innovative tree planting techniques to ensure long-term tree health. Coordinate tree planting and utilities through the Centre City Integrated Action Committee.
Quick Wins	Fund the green triangle, give this plan teeth - (identify mode priorities)
CCP 7.7.1.13	Discourage the cluttering of the pedestrian zone, especially the main pedestrian paths, with street furniture, commercial signage, etc.
CCP 7.7.1.17	Ensure linkages are well-designed and use high-quality materials and construction standards. This may include: durable materials such as granite and stone to lengthen infrastructure life cycle, permeable paving to minimize storm-water run-off, the use of solar energy to provide power where required (e.g. signage, lighting, etc.), the use of alternative eco-friendly paving materials that can be recycled, repaired or replaced with minimum energy consumption, and sustainable urban forestry practices.
CCP 7.7.1.1	Alleys - Encourage an appropriate design (lighting, access, materials) and operations (cleanliness, maintenance) of all alleys throughout the Centre City, and further ensure that new buildings provide a safe alley environment by providing special design attention to: the building interface with the alley; pedestrian entrances; loading docks and ramps; and garbage access.
CCP 4.1.9	Support opportunities in the Downtown that promote additional open space and public realm vitality such as sPARKS.
CCP 7.7.1.11	Ensure that all linkages have direct access to sunlight, at least on one side of the linkage, to support healthy landscaping at street level.
CCP 7.7.1.4	Mid-block Connections – The sidewalks shall provide appropriately-scaled and clear path widths and surface treatments.
DES 65	Review and improve pedestrian facilities (connectivity and accessibility) within 600m of all current and future Centre City transit station areas.
Quick Wins	Plus15s open 24/7, indoor events (especially in Winter). Some cities have underground, let's build a community above
DES 63	Improve existing on-street bike routes to improve comfort and safety and to align with current best practices.
Quick Wins	1.5m minimum width sidewalk - currently too narrow to pass with stroller

Quick Wins	Improve accessibility to downtown buildings and LRT stations
Quick Wins	"Zero Dead Goal" (Vision Zero) target of no pedestrian fatalities (or serious injuries) in CC due to collisions
DES 58	Implement a way-finding program to guide Calgarians and visitors to key destinations along bicycle routes.
DES 9	Complete design concepts for Stephen Ave, 2 ST SW, Barclay Mall.
Quick Wins	Reduce curb cuts along pedestrian access. Relocate vehicular access/egress to lanes and lower order roads
Quick Wins	Create opportunity for business in pedestrian zone
CCP 5.2.8	Resolve the pathway/transportation conflict points between the Louise Bridge (9 Street SW) and the new West Park (Crowchild Trail SW) by twinning the pathway system from Nat Christie Park to the Pumphouse Theatre and/or other solutions that would minimize congestion for the pedestrian along this area of the riverfront.
CCP 7.7.1	ACTION - Review the Downtown Street Network Standards within the context of the expanded Centre City Boundary. This will include the review of the role and function of each right-of-way. The review shall involve an inter-Business Unit team that can address both technical and urban design.
CCP 7.7.1.2	Alleys - Explore opportunities to activate the entrances to alleys by wrapping at-grade uses at the corner and providing parking/servicing further away from the street that intersects with the alley.
CCP 7.7.1.5	Mid-block Connections – Interfaces should include landscaped setbacks, storefronts, layered landscaping and full pedestrian access.
CCP 7.7.1.7	Provide design solutions for the efficient and safe transfer of people from the vehicular to the pedestrian realm.
Quick Wins	Proper, well-lit crosswalks
Quick Wins	Limit or eliminate right turns on red to keep pedestrians with right of way safe.
Quick Wins	More education re: bike signals (for drivers especially)

Goal #3	Support the growing demand for walking, cycling and transit in the Centre City.
Source	Initiative
Quick Wins	No traffic on Stephen Avenue (even after 6:00 pm)
Quick Wins	Improve LRT stations downtown as a hub - good entrance features - transit-oriented experience - increased activities
Quick Wins	More consistency with cycling structure -> on the road? On the sidewalk?
CCP 4.2.3.5	Integrate all development along 2 Street SW with the future LRT station and transit and pedestrian/bicycle movements along 2 Street SW. See Concept 23: Bicycle Network and Concept 24: Transit Network.
CCP 5.1.9	Establish and develop sPARKS as flexible and eco-friendly places/connections that complement neighbourhood centre activities and create places for localized civic celebrations and events.
Quick Wins	Build cycle tracks, wider sidewalks. Fund a vision zero policy. Make driving inconvenient.
CCP 4.1.5	Support a high priority on transit service for the Downtown.
DES 61	Build and deliver cycle track projects in the East Village and Victoria Park to enhance connectivity and safety.
Quick Wins	Better transit options along 17 Avenue to help avoid vehicle use; tram system as in European cities



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DES 66	Construct missing sidewalk links in the Centre City. Ensure sidewalks have an adequate width, include ramps at crossings and Urban Braille.
Quick Wins	More pedestrian-only areas
CCP 7.7.1.3	Alleys - Where possible, identify alleys, sections of alleys or blocks of alleys that could be developed to include public art, active uses, etc. such as the 7 Avenue gALLERy Project.
Quick Wins	Encourage removal/redevelopment of surface parking lots.
CCP 4.2.2.9	Pursue the possibility of a bike station facility in the vicinity of the Eau Claire Plaza.
Quick Wins	Match funding to the mode share e.g. 2% of the budget
Quick Wins	Add more bike parking locations in the public realm, including bike lockers and bike racks that take up a on-street parking stall (e.g. Kelowna)
Quick Wins	Bikes on trains is still a hassle - designated spaces - roof racks on LRT for bikes

Goal #4	Provide affordable and accessible mobility options that serve the diverse population in the Centre City
Source	Initiative
Quick Wins	Free / subsidized transit in inner city; bigger free fare zone (incl Sunnyside / Zoo / Stampede)
Quick Wins	Change the definition of pedestrian to include people on wheels, or with strollers, wheelchairs, mobility devices.
Quick Wins	Improve / expand parking facilities at LRT stations / surrounding neighbourhoods - Yes, but where? Not appropriate at all stations
Quick Wins	North-south access for cyclists compatible with pedestrians
Quick Wins	Run trains at night / overnight and feeder routes - Extend free fare zone to Stampede - late night ridership
Quick Wins	Multi-modal Access Plan (Master Plan)
DES 52	Support mobility within centre City through the LRT Free Fare Zone on 7 Av. - How about free transit everywhere?
Quick Wins	Don't "villainize" cars - change the mindset, it's part of a bigger system. - Cars are a source of harm and anti-vibrancy so we can't ignore that
DES 51	Improve safety, parking, loading, transit and traffic along the cycle track network.
Quick Wins	Consider bike rental programs in Centre City, invest in expensive bike share
<i>Suggested by an attendee</i>	<i>Revise fare structure for transit to include "Family Rate" on weekend and a 3-day weekend fare</i>
Quick Wins	Reduce tax rate

Goal #5	Support economic development by addressing the travel needs of businesses, employees, and visitors.
Source	Initiative
DES 13	Collaborate with Tourism Calgary and other stakeholders to attract and leverage world-class events and festivals.
DES 55	Create a cross-corporate working group to support CED and the Mayor's Office in attracting companies to specific sites in Calgary's downtown by developing transportation improvement plans, particularly to create active mode connections between those sites and nearby amenities. Consider partially funding those improvements through short term allocation of new revenue.
DES 22	Work with festivals and entertainment groups to encourage Transit as a preferred method of access.
Strategic Foresight	Work with Calgary Metropolitan Region to undertake a regional economic forecast that analyzes how employment locations and concentrations are expected to shift over the next 20 years.
DES 23	Promote and/or market festivals and events through Transit (e.g. musicians on board, station activation, cross promotion).
Quick Wins	Balance for operating businesses - loading zones - couriers
CCP 4.1.10	Ensure an adequate supply of short-stay parking.
CCP 7.7.1.9	Where technically feasible, this plan encourages the conversion of one-way streets to two-way to stimulate commercial and pedestrian activity.
DES 54	Collaborate with event organizers to develop a multiuse pass to generate revenue for Calgary Transit and provide convenient transportation service and access to activities throughout the city.

Goal #6	Prepare for the future of transportation
Source	Initiative
Strategic Foresight	Obtain travel data for Transportation Network Companies (TNCs) to understand the impacts of increased short-stay and delivery parking demand.
Strategic Foresight	Autonomous vehicles may require upgrades to signage, road markings, lay-bys and other pieces of infrastructure. Designate priority corridors for potential future upgrades. - This is FAR away
Quick Wins	On-street electric vehicle charging to support condo tower tenants
Quick Wins	Dedicated small autonomous buses: like ELA pilot between Zoo and Telus Spark
Quick Wins	Shared electric scooters like in San Diego (Bird, Lime)

Activity 4

As a final workshop activity, the room facilitator engaged all the workshop participants and table facilitators in a conversation centering around the following question:

We know that mobility needs and preferences of people in the Centre City will change in the future. How can we prepare for these changes? Are there things we could pilot?

A map of the Centre City was at the front of the room to capture any geographically-related priorities that were identified. The following list summarizes the themes from the discussion that emerged from Activity #4.

How can we prepare for these changes?

- Active planning vs passive?
- Identify major routes for each mode/purpose and prioritize
- Total mix is inefficient (mixing all modes everywhere)
- Competition for curb space
- Moving people not modes
- Transportation is a means to an end
- Cycling depots at LRT stations – mobility hubs
- Integrate economic development with vibrancy
- Seamless multi-mode trip
- Green Line team is planning Calgary Transit's asset

Are there things we could pilot?

- Interim uses in rights-of-way
- Sunday road closures – Centre Street – Stephen Avenue to river or on 17 Avenue
- Piloting new ped-only areas with temp sidewalks
- Parking day
- Keep parking during rush hour
- Pop-up cycle storage at LRT and other modes/hub

Next Steps

With this report, the Centre City Plan Refresh team will:

- Review the input;
- Identify issues for further discussion with internal stakeholders;
- Review all workshop results together to find connections;
- Identify policy impacts; and
- Use the information to inform the draft refresh of the Centre City Plan.

Administration aims to rescope the Centre City Plan Refresh project considering work happening at The City that may have impacts such as the Downtown Strategy. Dependant on the results of the project rescoping, the Project Team currently aims to:

- Draft the Plan, including actions;
- Circulate the plan internally;
- Share the Plan with the public for feedback;



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- Finalize the Plan;
- Present the Plan to relevant authorities; and
- Respond to any follow up motions.

The input collected from this workshop will be used in addition to the findings from the initial public engagement.



Appendix A: Verbatim Attendee Feedback

Verbatim comments presented here include all the feedback collected from the workshop. Comments have not been edited for spelling or grammar. Any personal information such as names or contact information have been removed.

Activity 1

Outcome 1: Enhance the modal split trending away from the single-occupant vehicle
Q1 – Is this something we should be pursuing over the next 10 to 20 years? Please explain. Why do you feel this way? Is it a realistic outcome? Could the outcome be reworded?
Response
Should not be measured - mode split is not an outcome - possibility of walking/mode split - does measuring - how many cycle trips? - expensive to measure mode split
Mode share - easy to report growth - really want to see more sustainability, modes of vehicles and types to make it to work
Looking at reduction of % of vehicle ridership
Consideration on weekend trips and modes of travel
Single occupant vehicle vs walking/cycling
Focus on improving a better experience for commuters
Focus on people - safety
Auto vehicles - environment might go hand in hand with mode split
It is vital - auto going into downtown anyway - limited capacity on roads - we shouldn't expand
Trends show a greater modal split for downtown access - it's easier to get DT than it used to be
More of a draw to get in and around downtown
Importance of all-season transportation
Includes transit service
Need to move toward sustainability objectives - how does UBER/Lyft/Automous fit this goal?
Overall goal - decrease presence of vehicles
Employment Centre during week - less car oriented during non-work hours
Uncertain around arrival/timing of Autonomous cars
The majority of trips are still private vehicles
Reality of transportation through trips in downtown
Technology won't save us/transportation
is UBER pulling away from walking/transit?
UBER success contributing to congestion
Consider congestion pricing - Reducing vehicle kms travelled
Weather dependency - is this maintenance? Yes
Transit ridership increase in winter while cycling goes down, there is opportunity with +15 public spaces, in the winter
We should be leaning into increasing the mode split
Good downtowns focus on pedestrians
Attracting NEW BUSINESS, requires more variety
Peak pricing (Toll for cars with single occupancy)



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Outcome 2: Excellent transit service and station experience.
Q1 – Is this something we should be pursuing over the next 10 to 20 years? Please explain. Why do you feel this way? Is it a realistic outcome? Could the outcome be reworded?
Response
Obstacle - treating a point vs a multi model activity centre
Short walk distance - med on bikes - seamless - & longer on transit
Convenience vs cost
Infrastructure - tracks connected to hubs - how are they interconnected?
Focus - on location of where people are going - how much parking/infrastructure leading to that experience
Say Library
Simple - Efficient - Economical
Locations again - what demographic they are attracting
No means to attract for enhancement of transit stations (business model)
Travel patterns - work travel patterns, recreational patterns and tourist patterns
Transit should be above cycling in the hierarchy
People prefer cycling over transit because of time predictability - Big potential to connect cycling and transit
Importance of high-quality space around transit
Need for better transit in Beltline
Opportunity to bring transit efficiency through sharing transit space/lanes
Need for better bus shelters
On tracks as barrier to transit access
Lack of transit connectivity to other inner-city neighbourhoods
Integrating all modes
Trip training, improving the connectivity to multi/active modes
Feeling safe on transit - activations could improve perception of safety
Public Washrooms
Improving the payment system. App modes, payment structures are lacking - family pass, 3-day pass, better discount for monthly pass
Community integration that improves the off-peak hours
Connections into neighbourhoods that are poorly served
Good idea - make better use of public transit to support sustainability
Connect stations to surrounding and other active modes of transport i.e.: bike parking, connect to bike routes
Amenities at stations
Frequency and reliable service
Tech to tell how full transit is
Peak use information connected to city infrastructure
Express routing and specialized shuttles
Express buses downtown, not long-haul system
Maintain LRT and buses downtown for economic stability - critical infrastructure



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Outcome 3: Efficient transportation networks for all modes
Q1 – Is this something we should be pursuing over the next 10 to 20 years? Please explain. Why do you feel this way? Is it a realistic outcome? Could the outcome be reworded?
Response
Congestion - acceptance/change of attitude towards congestion - as it leads to vitality
Network connections - comes back to split mode of transport - - comes back to reduction in % of vehicle
Alternate modes need to be efficient and cost efficient - until then driving downtown is cheaper
The vehicles parking is expensive which drives people to use other modes
Limited modes of travel - how to trade off with other modes
additional routes (with green line)
Comes down to providing easier options of alternative travels
Integrating all modes - very important
Integration of payment methods
What does efficiency meant? - getting beyond moving cars - could it be about amount of space being occupied
Prioritizing modes - ped vs vehicle focus for different streets - better balancing the modes
Transportation policy is currently desperate - gap between policy and implementation
What are the priorities for different modes? - moving fast vs. direct routes vs. ped experience
The need to better use what we have - e.g. Of negotiated spaces in Europe - slower speeds = easier time negotiating space
Better lockups for cycles and larger active modes
Maintaining the goods transportation network. CP underpasses limit the movement downtown
Our ability to transfer from transportation as a 'right' to
Transportation as a service, dealing with the clash of modes
Signal timing that is anti-pedestrian i.e.: advance right turns - makes better for cars, bad for other street experience
Efficiency shouldn't be objective, slow people down so they spend money and interact
Combine slow movement with amenities
City investment in +15 is critical for seasonal and connected activity
One-way street rethink Slowing traffic down
Push free fare zone out a stop in every direction, keeps fluidity high



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Outcome 4: Safe, vibrant public realm
Q1 – Is this something we should be pursuing over the next 10 to 20 years? Please explain. Why do you feel this way? Is it a realistic outcome? Could the outcome be reworded?
Response
Green Line station experience - the urban environment needs to work with land use (urban vibrant centres) with urban infrastructure
Focus on activity centres - then connections leading into it
Split model - will become efficient and safe allowing different types of travellers and speed comfort levels
Vibrancy - people want to use whatever space to reach their destinations
Identify users (work or pleasure) users using tracks (documenting pathways) and then based on that focus on connectivity and
Connections various destinations
Less vehicles = better public realm
Different strategies for weekdays/weekends - and day/night
Activities that use different time patterns (not 9-5)
Support local
West end, Eau Claire have deficient sidewalks - two strollers need to be able to pass each other
Short term solutions for vibrancy? We can't wait for developers to solve the problems. Giving people easy access to hosting small community events without the red tape
City sponsored events outside of Stampede
Relax the public alcohol rules!
Absolutely pursue, totally achievable
LRT platforms decrease property value and safety, patrol LRT stations, remove garbage
Greenline consider underground stations
Land use - 1st floor of towers is empty
People, eyes on the street
Stephen Avenue offices face the street but windows are blinded, when you leave pedestrian mall infrastructure in bad condition
Doesn't feel safe
Reduce speed limits for safety
Downtown unsafe for pedestrians. Dual rights are very dangerous
Stephen Avenue vibrant as shared experience, extend that to other neighbourhoods i.e.: Chinatown pedestrianization
ID missing connections - i.e.: Sidewalk at Drop-In Centre and Edmonton Trail where desire lines exist
DT - shouldn't drive through it, should be a destination



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Activity 2

Goal 1: Provide better connections within and beyond the Centre City
Q2a – Is this a realistic goal? Is it viable? Why or why not?
Response
Take a view from a tourist point of view and map out
The beauty is the travel experience of different options and hubs
Transferring between modes is always difficult - transition points need to be seamless
Some bus stops are more busier
Adjusting transportation speeds to make more multi-modal - snow priority clearing
Do not add anymore single vehicle bridges
Connect an avenue to make cycle priority
12 Avenue improvements/cycle track improvements underway
Importance of further connecting cycle track - tough to access downtown from west via bike
Too many lights north of 4 Avenue - inefficient for active modes
Better active modes into centre city - focus on major routes into downtown
It's currently too easy to hop in a car and to tough to cycle
More N-S cycling connections - more E-W in S. Beltline
SW Area (Bankview, Marda Loop) Is big cycling connector
Walk/Cycle potential along CN corridor
Missing connections, 17 Avenue from 1st street to Stampede or 4 Street SE to Inglewood
Bridges or underpasses might be a solution, but it is expensive, looking at existing connections across CP of improving
Can the river be used to activate the downtown?
Plazas along the river
5G connection will change how public space is used?
When cars get used to reduced lanes for construction, why not reclaim those spaces for other modes? I.e.: Centre Street, Reconciliation Bridge
No excuse for heavy rail coming through downtown - causes problems for everyone, lost?
Opportunities for bold moves, but inertia
Underpasses, do they create vibrancy with lights and art or dangerous spaces?
Lighting, sound, sightlines - improve spaces such as underpasses
River one side, rail on the other side, open more portals for cyclists/pedestrians. Keep cars out
Cyclists spend money at local businesses
Consider landlord commitment to tenants



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Goal 1: Provide better connections within and beyond the Centre City
Q2b – What are the best ways that this goal could be implemented?
Response
Wayfinding - clear sightlines (especially underground)
Wayfinding in terms of landmarks as opposed to street names
The maps for mapfinder to be more user friendly who are not used to travelling to these areas e.g.: tourists/infrequent travelers
Wayfinder for different modes of travel
Interaction - user friendly - should be able to seamlessly transfer between modes without using credit cards a number of times or payment or access for each and every mode
Better timing of lights for bikes as needed
Cycle highway potential along red line tracks
Can CP help? Federal input
Using back alley for goods movement but also identify some activity
Remove rail
Take advantage of making more entries for peds/cyclists

Goal 2: Improve public realm safety, comfort and navigation in the Centre City
Q2a – Is this a realistic goal? Is it viable? Why or why not?
Response
West downtown public realm is unacceptable (west of 8 Street)
Need for more overall investment in public realm - adopt east village investment model
Plus 15 System competing with Street life - in +15 review, how can it complement the public realm? - should we celebrate the +15 as public realm? - +15 is exclusionary and doesn't serve outside of office hours - could we activate it throughout the day/week? How can we improve the public realm to better compete with +15?
Where the +15 meets the street (blank wall) there is a lot of social - importance to better orient/interface +15 and street - highline outdoor connection to +15
Plus +15 allows streets to prioritize traffic over peds
Better wayfinding - transit/bike/pedestrian - and not just another app, it should be simple, reliable and accessible
Accessibility needs to be required!
Snow clearing! Or heated streets in strategic areas
Cycle tracks - like everywhere
Gas infrastructure for street fire pitstops
Heated bus structures
Improve wayfinding i.e.: cardinal directions assigned a colour
Consider pace of travel
Get people out of cars (provide parking) - transfer them to another mode
Parts of downtown look like 1980's Toronto
Wayfinding - working with billboard companies
Marketing a 'tourist loop' through the different districts with downtown and inner city
'Near Here' are citizen/locals perspective on wayfinding



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Better building signage, wayfinding
Different modes need information about wayfinding at a different speed/pace
Event specific wayfinding, maybe coloured lighting
Heated shelters
Public seating in desirable locations - sunny
Snow clearing, not stockpiling snow
Heated sidewalks, use district/direct energy - improve safety
Lighting. Less reliance on street lights - joyful, friendly lighting
Bring people to the streets to improve public safety, downtown ambassador programs
More greenery, less pavement
Wider sidewalks, different materials

Goal 3: Support the growing demand for walking, cycling and transit in the Centre City
Q2a – Is this a realistic goal? Is it viable? Why or why not?
Response
Simply to make it nice, the nicer, people will use it
Limitations of +15 walkways. Green line will feed +15 and provide direct access to office. +15 Walkway - Wayfinder - Developers put +15 wherever as an afterthought - +15 treated as a utility corridor and not treated as an activity corridor
Build more safe and protected infrastructure that's adaptable as all hours/all fully connected
Expand cycling network
Make crazy stretch goals to start with
Bike options for 17 Avenue area
Access bigger setbacks to allow for public realm
Close some streets to traffic - full proper pedestrian streets
Make more Stephen Ave
Add superblocks
Eliminate traffic on Centre St - cars access north of 4 avenue only
Better active modes in west downtown - actual people places
Conversation about hierarchy of modes and what takes priority where?
Cycling is political so there needs to be Council leadership and budget
Opportunity to 'sell' active modes in this plan
More modelling to see how modes are affected
Continue to invest in +15 for walking
Land use support goal with amenities, attractive public spaces, mixed use
Build it and they will come
Invite Calgarians downtown via a mode other than cars for festivals
Make it less than a traffic zone
Make using downtown connected to travelling downtown - otherwise congestion pricing
Bolder statement - create a growing demand
Cycling should be as convenient as cars. Same grid. Dedicated lanes



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Goal 3: Support the growing demand for walking, cycling and transit in the Centre City
Q2b – What are the best ways that this goal could be implemented?
Response
Cyclists need the entire network for cycle track - to make it robust and fully active - especially with urban realm and pedestrian experience
Not that expensive to have full cycle track system - the higher the connectivity the better the response
Efficient and cost effective
Closing sections of 17th Avenue, during events, Stampede, Red Mile - more parties!
Car-free days. Spill out retail, consume alcohol
Festivals - taking road space
Don't implement one little piece at a time, consider Stampede. Spread to 17th Avenue
Access to public washrooms
Create routes for cars to go around downtown - stop people from cutting through downtown
Congestion pricing for less 30 minutes or less stays downtown
Increase bike lanes. Complete the network - look for new connections.

Goal 4: Provide affordable and accessible mobility options that serve the diverse population in the Centre City
Q2a – Is this a realistic goal? Is it viable? Why or why not?
Response
Snow clearing (sidewalk cleared to road and vice versa) and affecting the trees
Snow clearing needs to be under one group
Snow needs to be removed and not cleared
Experience of user (we don't have sizes, design ideas as to how wheelchairs, mom with kids, new immigrants, etc.
Combine service lanes, for cleaning and maintenance
Each service is paying separately e.g. Stephen Ave, Downtown Assoc - looks at certain hours and roads look at certain hours
Educating kids to the environment. Use transit and modes of transit to downtown to educate kids to use these modes
Loosing bus zone to street parking
Ease of getting around for visitors
Consistency in uses of roads e.g. Why is Stephen Ave open to cars past 6pm?
Better navigation for accessibility: Visual impairment
Better C-Train access for mobility
Look again at Urban Braille - implement standards for universal design - need for funding
Prioritize funding over building interchanges - allocate money away from freeways - congestion pricing
Should downtown parking be affordable? Important to remember how parking cost promotes transit use
Need for integrated destinations in downtown - attracting local residents and those living out of area
Yes! Kids should be more welcomed downtown



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Payment structures for transit - family passes, cheaper for inner city?
Separated, high quality cycling infrastructure
Bike shares could be more accessible
Supported
Equity - don't expect others to do as we do. All modes important
Affordability - car is most expensive
Why invest in support vehicle infrastructure?
City budget to mimic CTP mode triangle - inevitable budget won't match due to cost of each mode
Walking doesn't need much money, it's more sustainable
Excluding access to technology if people can't afford it
Extent of free fare zone expanded to other areas so people can take advantage of other services

Goal 4: Provide affordable and accessible mobility options that serve the diverse population in the Centre City
Q2b – What are the best ways that this goal could be implemented?
Response
Build infrastructure for all modes. Treat them equally
Tell people exactly where they can access certain modes with certainty
Sidewalks - west end of downtown, disrepair
Spot improvement for wheelchair and visual imparity improvements - should be done everywhere
Fix all corners to make intersections work. Should be a goal with a time limit

Goal 5: Support economic development by addressing the travel needs of businesses, employees and visitors.
Q2a – Is this a realistic goal? Is it viable? Why or why not?
Response
Airport connection to the rest of the city and downtown core - reasons because of travelling with luggage and big groups
Solution - cheap and efficient - providing choices of travel again
The connection between airport and types of users - business travellers, cheaper accommodations, availability
Ridership perspective vs. Economic perspective
Businesses coming to downtown are changing and ask for different things - need for more active modes infrastructure - importance of public realm and infrastructure for attracting new business
More breweries?
More destinations and identities for specific locations - creating a feel for different locations - creating identities - super blocks naturally make districts - Importance of naming conventions for identity - Linking identify with land use e.g.: Barley Belt - better for visitor legibility
Bring back tram system
Gaining economic attraction through identity
Better plan for Airport transportation - BRT system?
Supporting back lanes to activate



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Transit service times should be increased in off hours, standing at a stop for an hour is scary
CED - Businesses aren't too concerned with mobility City Centre. Industrial businesses want transit access on east side of city
LRT from Airport to Downtown - very key
Arrivals connected to centre city as destination i.e.: Highway 1, 2, Airport, etc. - promote downtown, character of the city
Presumption that people read and speak English
Outdated wayfinding - audit for consistent experience. Which signs to believe

Goal 5: Support economic development by addressing the travel needs of businesses, employees and visitors.
Q2b – What are the best ways that this goal could be implemented?
Response
Investment needs to be made to rent buildings out
Connections to amenities
Presentation of identity of areas in CC
Depends on industry - demographic (family situation dictates where you live)
Multi-location activities are not effective
De-centralize downtown and might not be feasible
Support visitors with one great consistent way of communicating
Ask people to map their travel routes and describe experience to look for commonalities
Nice transit, nice sidewalks
Beautification
TV on buses - watch the news
Entertainment/Wi-Fi on buses
Encourage street vendors, pop-ups, interim use, spill out

Goal 6: Prepare for the future of transportation
Q2a – Is this a realistic goal? Is it viable? Why or why not?
Response
Loading zones - ratio to drop off zones/layby areas
Autonomous - what happens at am and pm peak? Dead end
Buses arriving at different times
Impossible to turn, every intersection into East Village area
Don't want to create an urban realm to have high ridership and no wayfinder and is not safe and is drastic
Best inventions were invented not years ago
Don't bank on autonomous vehicles moving in - but things move very fast
EV adoption moving in quickly
The future is already here, it's just not evenly distributed' - difference between inner city and outer
Feasible options for the future - adaptable infrastructure e.g.: parkades - retrofitting existing infrastructure



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Setting expectation to promote/enhance pedestrian environment - plan and then let technology in
Exploring new ways for delivery - cycling/Amazon lockers/Robots?
Build in flexibility for example Platform or separating transportation tracks by speed
"Shopping Cart" system for transporting goods beyond the store parking lot - cargo bike programs
Changing perceptions, crisis creates speedy change!!
Good idea - creating bike lanes created bike use
Wider sidewalks increased vibrancy
Dedicated lanes for pedestrians, bikes and then other modes
Invite vehicles to perimeter of core not downtown - develop larger volume vehicle storage facilities around the core - issue - reduction of parking revenue which is key to landlord economic imperative
Land use - create complete communities to encourage walking, reduce need for travel i.e.: grocery stores, smaller profile
If parkades are empty, remove street parking - move it into parkades, frees up on-street space
Not enough street parking to balance revenue for landlords, may lose businesses that require employees to drive
Use curb-side for short stay
Car sharing. Parking lot in Centre City with shared cars for surrounding residents
Centre City car sharing system, with reservations
Spontaneous activity - can also be created purposely
Transportation = Mobility
Programming to create vibrancy

Goal 6: Prepare for the future of transportation
Q2b – What are the best ways that this goal could be implemented?
Response
Ride sharing
Strategically placed waiting zones, where autonomous bus and shared vehicles can wait
Ridership pick up area
Restricted on drop off times and areas
Meglift trains. Learn about alternate modes
The future is integrated transportation, several modes along one trip
Car/bike sharing
Charging stations/landing pads
Integrated transportation strategy, not in a silo, move people by many means
Corporate sponsorship - bike to work day
Take electrification. Grind demand for energy
How do we double energy infrastructure support in downtown? Feed back to grid

Goal Other
Q2a – Is this a realistic goal? Is it viable? Why or why not?
Response
Too many unknowns. Too early stage for SG
We don't want to lock ourselves into a plan which is not going to be implementing for next 10 years
We need to first focus on what our vision of downtown
Parking and pickup - intelligent management system to manage needs
Dynamic parking sensing system with criteria of keeping a one parking spot per block
PEOPLE FIRST
Typical day for a day in downtown and then focus on design and mitigate different even plans

Activity 3

Goal #1	Provide better connections within and beyond the Centre City.	
Source	Initiative	Priority / Comments
CCP 4.2.1	ACTION - Explore the feasibility of realigning Bow Trail/14 Street interchange to improve the functional and aesthetic design of the riverfront parks spaces.	√√√√
CCP 4.2.1.3	Establish stronger physical and visual connections to the Bow riverfront by innovatively designing pedestrian intersections along 10 Street SW and 4, 5 and 6 Avenues SW as well as at 11 Street SW and 6 Avenue SW. Investigate design solutions to provide a more comfortable and safe intersection crossing for pedestrians (e.g. pedestrian safety features and scramble/diagonal crossings, etc.).	√√
CCP 4.2.1.4	Establish stronger cycling connections to the Bow riverfront along 11 Street SW at 5 and 6 Avenue SW and along 8 Street SW and 8 Avenue SW.	√√√√√
CCP 4.2.1.5	Better connect the West End neighbourhood with the Bow riverfront by developing innovative design solutions to minimize the impact of transportation mobility through and surrounding the neighbourhood (e.g. investigate the feasibility of moving major roadways away from riverfront, create an enhanced pedestrian environment along 9 Avenue SW, etc.).	√√√
CCP 4.2.1.6	Ensure the appropriate pedestrian movements are maintained and enhanced within Shaw Millennium Park. This should include consideration of a visually creative pedestrian overpass over Bow Trail to the riverfront.	√
CCP 4.2.1.8	Consider pedestrian and bicycle opportunities over the CPR tracks at 9 Street SW and improve north/south pedestrian and bicycle movement along 14 Street SW.	√√√√√√
CCP 4.2.5.11	Consider the technical feasibility and the financial merit of burying the south west LRT line adjacent to Stampede Park south of 25 Avenue.	√√√√√√√√√√
CCP 4.2.5.9	Maintain the pedestrian linkage on the MacDonald Bridge between East Victoria Crossing and Ramsay community.	√√√

CCP 4.2.7.3	Establish a strong pedestrian/bicycle connection for Connaught Centre to the Elbow riverfront via the 13 Avenue Greenway and to the Bow River via 4 and 8 Street SW, 10 Avenue S as well as +30 opportunities over the CPR tracks given the lack of a central neighbourhood connection for pedestrians to link to the north.	√
CCP 4.2.7.5	Incorporate a transit loop into the public realm plans for 8 Street SW and 17 Avenue SW.	√√√√
CCP 4.2.8.5	Establish a strong pedestrian/bicycle connection for West Connaught to the Bow riverfront via the 13 Avenue SW Greenway to the west and along enhanced 8, 11 and 14 Street SW pedestrian streetscapes. In addition to the traffic lights, enhance the pedestrian/bicycle crossing at 13 Avenue SW and 14 Street SW to ensure pedestrian/bicycle movements can move with ease and comfort (e.g. Urban Braille, pedestrian-scaled urban and landscape features at the intersection).	√√√
CCP 4.2.8.7	Maintain the only at-grade CPR track crossing at 11 Street SW for the important north/south pedestrian/bicycle and vehicular movement system that it provides to move people and goods between the north and south side of the CPR tracks.	why maintain at grade?
CCP 4.2.8.8	Accommodate pedestrian/bicycle movements in future plans for the 14 Street SW/Bow Trail interchange.	√√√√√√√√
CCP 4.2.8.9	Improve the key route of pedestrian/bicycle travel along 10 Avenue SW with consideration of a pedestrian/bicycle connection over 14 Street SW at 10 Avenue SW.	√
CCP 4.2.9.2	A direct and enhanced pedestrian/bicycle connection at 19 Street SW and 10 Avenue SW	
CCP 6.0	ACTION - Develop a Centre City Transportation Strategy to review existing policies and plans in order to support the vision of the Centre City Plan and implement the Green Transportation and Public Realm Hierarchy. Major areas of emphasis shall include:	
CCP 6.0	o Review of the role and function of the rights-of-way within the Centre City;	√√√√
CCP 6.0	o Expansion of the bus and LRT operations;	√√√√
CCP 6.0	o The movement of goods and service vehicles in and out of the Centre City; and	√√√√
CCP 6.0	o Exploring alternative modes and optimizing the existing infrastructure.	√√
CCP 6.1.1	Provide for major pedestrian corridors, as shown on Concept 21: Pedestrian Network, that are unobstructed and interconnected, provide urban design interest and that facilitate accessibility among the Districts, neighbourhoods, and major Centre City destinations (e.g. offices, retail core, major cultural, open space facilities, and the river pathway system).	√√
CCP 6.1.1	Continue to develop and maintain the +15 system within the revised +15 policy area as shown on Concept 22: +15 Network.	√√
CCP 6.1.2	Ensure key links and bridges are provided through the development approval process in order to improve the overall continuity of the +15 system (including any + 30, -15 underground, etc.). At the same time, bridge locations shall be balanced with the objective of maintaining key view corridors as identified on Concept 26: Gateways, Landmarks and View Corridors.	



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Goal #2	Improve public realm safety, comfort, and navigation in the Centre City.	
Source	Initiative	Priority / Comments
CCP 4.1.9	Support opportunities in the Downtown that promote additional open space and public realm vitality such as sPARKS.	√√√√
CCP 4.2.2.	ACTION - During the review of the Downtown Street Network Standards, review the Eau Claire Area Redevelopment policies related to traffic control and calming measures and the Public Improvements Plan in order to ensure a pedestrian-scale environment, the reduction or slowing of traffic, and enhancement of the streetscape while maintaining the same amount of on-street parking.	
CCP 5.2.8	Resolve the pathway/transportation conflict points between the Louise Bridge (9 Street SW) and the new West Park (Crowchild Trail SW) by twinning the pathway system from Nat Christie Park to the Pumphouse Theatre and/or other solutions that would minimize congestion for the pedestrian along this area of the riverfront.	√
CCP 6.1.9	Support tree planting projects on major pedestrian corridors and encourage innovative tree planting techniques to ensure long-term tree health. Coordinate tree planting and utilities through the Centre City Integrated Action Committee.	√√√√√√√√√√
CCP 7.7.1	ACTION - Review the Downtown Street Network Standards within the context of the expanded Centre City Boundary. This will include the review of the role and function of each right-of-way. The review shall involve an inter-Business Unit team that can address both technical and urban design.	√
CCP 7.7.1.1	Alleys - Encourage an appropriate design (lighting, access, materials) and operations (cleanliness, maintenance) of all alleys throughout the Centre City, and further ensure that new buildings provide a safe alley environment by providing special design attention to: the building interface with the alley; pedestrian entrances; loading docks and ramps; and garbage access.	√√√√√
CCP 7.7.1.11	Ensure that all linkages have direct access to sunlight, at least on one side of the linkage, to support healthy landscaping at street level.	√√√√
CCP 7.7.1.13	Discourage the cluttering of the pedestrian zone, especially the main pedestrian paths, with street furniture, commercial signage, etc.	√√√√√√
CCP 7.7.1.17	Ensure linkages are well-designed and use high-quality materials and construction standards. This may include: durable materials such as granite and stone to lengthen infrastructure life cycle, permeable paving to minimize storm-water run-off, the use of solar energy to provide power where required (e.g. signage, lighting, etc.), the use of alternative eco-friendly paving materials that can be recycled, repaired or replaced with minimum energy consumption, and sustainable urban forestry practices.	√√√√√√

CCP 7.7.1.18	Use the appropriate materials to provide an attractive and safe pedestrian/bicycle infrastructure.	√√√√√√√√√√√√
CCP 7.7.1.2	Alleys - Explore opportunities to activate the entrances to alleys by wrapping at-grade uses at the corner and providing parking/servicing further away from the street that intersects with the alley.	√
CCP 7.7.1.3	Mid-block Connections – Active uses should be considered at-grade on the corners of and along mid-block connections.	
CCP 7.7.1.4	Mid-block Connections – The sidewalks shall provide appropriately-scaled and clear path widths and surface treatments.	√√√√
CCP 7.7.1.5	Mid-block Connections – Interfaces should include landscaped setbacks, storefronts, layered landscaping and full pedestrian access.	√
CCP 7.7.1.6	Mid-block Connections – Safety shall be ensured through appropriate lighting and natural surveillance.	
CCP 7.7.1.7	Provide design solutions for the efficient and safe transfer of people from the vehicular to the pedestrian realm.	√
CCP 7.7.1.8	Reduce conflicts between the different modes that contribute to the linkage system.	
DES 58	Implement a way-finding program to guide Calgarians and visitors to key destinations along bicycle routes.	√√
DES 63	Improve existing on-street bike routes to improve comfort and safety and to align with current best practices.	√√√
DES 64	Improve lighting deficiencies at roadway crossings, underpasses, transit stations and high use pathways.	
DES 65	Review and improve pedestrian facilities (connectivity and accessibility) within 600m of all current and future Centre City transit station areas.	√√√√
DES 67	Build mid-block crossings and temporary curb extensions (delineators, paints, flower pots, traffic calming cubs) in high-use areas to promote a safe and enjoyable walking experience.	
DES 9	Complete design concepts for Stephen Ave, 2 ST SW, Barclay Mall.	√√
Quick Wins	Improved enforcement of jaywalks, speeders, etc.	
Quick Wins	Fund the green triangle, give this plan teeth - (identify mode priorities)	√√√√√√√√
Quick Wins	Unsafe and sparse use of parkades after hours - centralized parkade, reduced rate on off-peak hours for some lots	
Quick Wins	Reduce curb cuts along pedestrian access. Relocate vehicular access/egress to lanes and lower order roads	√√
Quick Wins	1.5m minimum width sidewalk - currently too narrow to pass with stroller	√√√
Quick Wins	Proper, well-lit crosswalks	√
Quick Wins	Ensure well-maintained sidewalks in less public higher-crime areas. Prioritize these sidewalks in asset mgmt. plans	
Quick Wins	Create opportunity for business in pedestrian zone	√√
Quick Wins	Improve accessibility to downtown buildings and LRT stations	√√√



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Quick Wins	Limit or eliminate right turns on red to keep pedestrians with right of way safe.	√
Quick Wins	"Zero Dead Goal" (Vision Zero) target of no pedestrian fatalities (or serious injuries) in CC due to collisions	√√√
Quick Wins	Plus15s open 24/7, indoor events (especially in Winter). Some cities have underground, let's build a community above	√√√√
Quick Wins	More education re: bike signals (for drivers especially)	√
Quick Wins	Better define pedestrian/biking areas on Stephen Ave to reduce conflicts.	
Quick Wins	Bike paths vs Sidewalks in winter. Why are bike paths cleared first?	

Goal #3	Support the growing demand for walking, cycling and transit in the Centre City.	
Source	Initiative	Priority / Comments
CCP 4.1.5	Support a high priority on transit service for the Downtown.	√√√√
CCP 4.2.2.9	Pursue the possibility of a bike station facility in the vicinity of the Eau Claire Plaza.	√
CCP 4.2.3.11	Consider the potential for sPARKS and/or a woonerf along Macleod Trail SE and 1 Street SE between Riverfront Avenue and 4 Avenue SE.	
CCP 4.2.3.5	Integrate all development along 2 Street SW with the future LRT station and transit and pedestrian/bicycle movements along 2 Street SW. See Concept 23: Bicycle Network and Concept 24: Transit Network.	√√√√√√
CCP 5.1.12	Explore opportunities for incorporating bicycle facilities in Centre City parks.	
CCP 5.1.9	Establish and develop sPARKS as flexible and eco-friendly places/connections that complement neighbourhood centre activities and create places for localized civic celebrations and events.	√√√√√√
CCP 7.7.1.3	Alleys - Where possible, identify alleys, sections of alleys or blocks of alleys that could be developed to include public art, active uses, etc. such as the 7 Avenue gALLERy Project.	√√
DES 53	Improve access to and mobility within the Centre City through investments in transit infrastructure and higher order transit services, including the RouteAhead BRT program and introducing 4-car train service on the Blue Line.	
DES 61	Build and deliver cycle track projects in the East Village and Victoria Park to enhance connectivity and safety.	√√√√
DES 66	Construct missing sidewalk links in the Centre City. Ensure sidewalks have an adequate width, include ramps at crossings and Urban Braille.	√√√
Quick Wins	Match funding to the mode share e.g. 2% of the budget	√
Quick Wins	Require "single occupant car" passes instead of transit passes	
Quick Wins	Encourage removal/redevelopment of surface parking lots.	√√



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Quick Wins	Improve LRT stations downtown as a hub - good entrance features - transit-oriented experience - increased activities	√√√√√√√√
Quick Wins	More pedestrian-only areas	√√√
Quick Wins	No traffic on Stephen Avenue (even after 6:00 pm)	√√√√√√√√√√√√√√
Quick Wins	Move permanent and improved cycle track infrastructure - raised and separated tracks	
Quick Wins	Prioritize bikes	
Quick Wins	Do not prioritize bikes	
Quick Wins	More consistency with cycling structure -> on the road? On the sidewalk?	√√√√√√√√
Quick Wins	Add more bike parking locations in the public realm, including bike lockers and bike racks that take up a on-street parking stall (e.g. Kelowna)	√
Quick Wins	Ensure that roads are designed so that cyclists(don't) feel the need to bike on the sidewalk.	
Quick Wins	Bikes on trains is still a hassle - designated spaces - roof racks on LRT for bikes	√ free "uphill" LRT rides for bikes
Quick Wins	One side of Reconciliation Bridge for pedestrians and the other for bikes?	
Quick Wins	Build cycle tracks, wider sidewalks. Fund a vision zero policy. Make driving inconvenient.	√√√√√√
Quick Wins	Better transit options along 17 Avenue to help avoid vehicle use; tram system as in European cities	√√√√

Goal #4	Provide affordable and accessible mobility options that serve the diverse population in the Centre City	
Source	Initiative	Priority / Comments
DES 51	Improve safety, parking, loading, transit and traffic along the cycle track network.	√√
DES 52	Support mobility within centre City through the LRT Free Fare Zone on 7 Av. - How about free transit everywhere?	√√√√
DES 60	Help Centre City communities apply and deliver micro-grant projects that improve walkability in partnership with the Federation of Calgary Communities.	
Quick Wins	Accommodate other modes of transport (i.e. Uber) for people who are not able to walk, bike or take transit.	
Quick Wins	Change the definition of pedestrian to include people on wheels, or with strollers, wheelchairs, mobility devices.	√√√√√√√√√√√√
Quick Wins	Reduce tax rate	√
Quick Wins	Don't "villainize" cars - change the mindset, it's part of a bigger system. - Cars are a source of harm and anti-vibrancy so we can't ignore that	√√√
Quick Wins	Multi-modal Access Plan (Master Plan)	√√√√√



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Quick Wins	North-south access for cyclists compatible with pedestrians	√√√√√√√√
Quick Wins	Consider bike rental programs in Centre City, invest in expensive bike share	√√
Quick Wins	Free / subsidized transit in inner city; bigger free fare zone (incl Sunnyside / Zoo / Stampede)	√√√√√√√√√√√√√√
Quick Wins	Improve / expand parking facilities at LRT stations / surrounding neighbourhoods - Yes, but where? Not appropriate at all stations	√√√√√√√√
Quick Wins	Run trains at night / overnight and feeder routes - Extend free fare zone to Stampede - late night ridership	√√√√√√
	Revise fare structure for transit to include "Family Rate" on weekend and a 3-day weekend fare	√√

Goal #5	Support economic development by addressing the travel needs of businesses, employees, and visitors.	
Source	Initiative	Priority / Comments
CCP 4.1.10	Ensure an adequate supply of short-stay parking.	√√
CCP 7.7.1.9	Where technically feasible, this plan encourages the conversion of one-way streets to two-way to stimulate commercial and pedestrian activity.	√√
DES 13	Collaborate with Tourism Calgary and other stakeholders to attract and leverage world-class events and festivals.	√√√√√√√√
DES 22	Work with festivals and entertainment groups to encourage Transit as a preferred method of access.	√√√√√
DES 23	Promote and/or market festivals and events through Transit (e.g. musicians on board, station activation, cross promotion).	√√√√
DES 54	Collaborate with event organizers to develop a multiuse pass to generate revenue for Calgary Transit and provide convenient transportation service and access to activities throughout the city.	√√
DES 55	Create a cross-corporate working group to support CED and the Mayor's Office in attracting companies to specific sites in Calgary's downtown by developing transportation improvement plans, particularly to create active mode connections between those sites and nearby amenities. Consider partially funding those improvements through short term allocation of new revenue.	√√√√√√√√ - Way too much "Planner Speak" in this goal! X2
Quick Wins	Balance for operating businesses - loading zones - couriers	√√√√
Strategic Foresight	Work with Calgary Metropolitan Region to undertake a regional economic forecast that analyzes how employment locations and concentrations are expected to shift over the next 20 years.	√√√√√

Goal #6	Prepare for the future of transportation	
Source	Initiative	Priority / Comments
Quick Wins	On-street electric vehicle charging to support condo tower tenants	√√√√√
Quick Wins	Shared electric scooters like in San Diego (Bird, Lime)	√
Quick Wins	Dedicated small autonomous buses: like ELA pilot between Zoo and Telus Spark	√√√
Strategic Foresight	Autonomous vehicles may require upgrades to signage, road markings, lay-bys and other pieces of infrastructure. Designate priority corridors for potential future upgrades. - This is FAR away	√√√√√√√
Strategic Foresight	Obtain travel data for Transportation Network Companies (TNCs) to understand the impacts of increased short-stay and delivery parking demand.	√√√√√√√√√√√√√√√√

Activity 4

Short-, Medium-, and Long-Term Priorities Discussion

How can we prepare for these changes?
Comments
Active planning vs passive?
Identify major routes for each mode/purpose - prioritize
Total mix is inefficient
Competition for curb space
Moving people not modes
Transportation is a means to an end
Cycling depots at LRT stations - mobility/hubs
Integrate economic development with vibrancy
Seamless multi-mode/trip
Greenline is planning CT's asset

Are there things we could pilot?
Comments
Interim uses in rights-of way
Sunday road closures - Centre Street - Stephen Avenue to River or on 17th Avenue
Piloting new ped-only areas with temp sidewalks
Parking day
Keep parking during rush hour
Pop-up cycle storage at LRT and other modes/hub