



## **Green Line LRT**

What we heard: Planning in Crescent Heights

March 2021

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What We Heard Report | March 2021



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### Executive summary

The Green Line LRT will change the look and feel of Centre Street N and its role and function within the city. It will also change how people move through the Crescent Heights community and access businesses along the Centre Street N corridor. In spring 2020, we shared with Calgarians the vision of the Green Line LRT running at surface level along Centre Street N and the potential changes needed to accommodate the LRT.

In fall 2020, we asked Calgarians how they use Centre Street N and their ideas for the future of the street. We learned that respondents are excited about the opportunity for the streetscape and public realm improvements that will come with the Green Line LRT. Priorities were put on elements such as creating a sense of place, ensuring pedestrian accessibility, safety and access to businesses, and having trees and vegetation. This feedback informed the preliminary designs and options presented for comment in winter 2021.

This report summarizes the online public feedback we received on the both the Crescent Heights Mobility Study and Streetscape Master Plan for Centre Street North. These two components are important areas of planning for the Green Line LRT that will inform the vision, form and function of Centre Street N and surrounding neighbourhood as it runs through Crescent Heights. We asked Calgarians to share their thoughts and ideas on design maps and options prepared for these two project areas, including:

- Pedestrian, cyclist and vehicle mobility throughout Crescent Heights
- Parking areas east and west of Centre Street N to replace on-street parking
- Streetscaping elements and configurations for wide, standard and narrow sidewalk areas
- Design concept options for the roadway island on 16 Avenue N (public versus non-public use)

This phase of public engagement was conducted from February 18 to March 2 including online engagement opportunities, meetings, presentations and two online open house events. Promoted through social media promotions, e-newsletters, print material distribution and direct outreach, The City's communications efforts targeted the Crescent Heights community through social media as well. The promotions resulted in 409 visits to the Engage Portal, 200 contributions via the online survey and 113 attending in-person sessions.

When it came to the Streetscape Master Plan for Centre Street North, we heard that respondents value maintaining and enhancing the existing neighbourhood character and prioritizing a safe and welcoming public realm, including by:

- Ensuring a clear, wide, and safe pedestrian realm
- Adding distinctive neighbourhood elements, such as public art, maintaining street trees, adding vertical greenery, lighting, placemaking features, a distinctive gateway,



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incorporating historical context, unobtrusive lighting and traffic signs

- Adding amenities, such as benches, water fountains, family-friendly public spaces
- Prioritizing safety, e.g., buffers between vehicular travel lanes and public realm, clear sightlines, reduce pedestrian crossing distances
- Building in landscaping, space for snow-clearing and other seasonal considerations
- Ensuring convenient access to businesses, shopping, and multi-modal connections

As for the Crescent Heights Mobility Studies parking considerations, the top themes were:

- Maintaining residential parking
- Both positive and negative sentiments about residential permit parking
- Ensuring convenient access to businesses along Centre Street N
- Interest in restricting non-residential access to residential streets to maintain quiet character
- Interest in time restrictions on parking

When asked about mobility considerations (for people walking, wheeling, driving and taking transit), we heard:

- Desire for a safer pedestrian environment (e.g., wider sidewalks, reduced crossing distances, signal timing to prioritize people walking, raised intersections)
- Interest in dedicated cycle lanes and traffic calming measures to create a safer cycling environment (e.g., clear signage, separating people biking from vehicular traffic, looking at future connections between the new Bow River LRT bridge and Crescent Heights)
- Valuing maintaining current vehicular travel patterns and community activities
- Concerns about diverting vehicular traffic to other routes
- Interest in shifting transportation modes, e.g., encourage people to take transit rather than drive

We also heard questions about balancing trade-offs with the coming changes to the roadway, including:

- Balancing the need for residential and business parking
- Maintaining vehicular traffic flow while protecting residential neighbourhoods
- Ensuring that changes to vehicular travel are not at the expense of neighbourhood character

The ideas and input described in this report will help inform the developments of functional plans for Crescent Heights, which will be brought forward to Calgarians and presented to Council's Green Line Committee in April 2021.



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### Project overview

In June 2020, Council approved the updated Green Line LRT alignment that runs through downtown and up towards the interim terminus of Stage 1 at 16 Avenue N. The updated alignment includes: a surface-running LRT on Centre Street N; LRT operating in the middle of the street and surface stations at 16 Avenue N and 9 Avenue N.

Green Line LRT will rebuild Centre Street N as a vibrant street integrated with LRT that will:

- Prioritize pedestrian experience along the corridor
- Improve pedestrian connectivity across the corridor
- Facilitate reliable, efficient and safe transit operations
- Manage vehicle access for residents and businesses
- Minimize impacts to existing properties and businesses
- Maximize future development opportunities and prioritize transit-oriented development

### Streetscape Master Plan for Centre Street North

The Green Line LRT provides opportunities to enhance the streetscape and create public realm improvements that will help this new LRT infrastructure integrate into the area in a way that reflects the neighbourhood's character.

A streetscape master plan is being developed for Centre Street N to help determine how it will look and feel in the future. The master plan considers mobility, accessibility, safety and comfort and how the street can be green and healthy. It also explores opportunities to create vibrant places in the community that promotes social connections and supports the economic vitality of businesses and future development. The boundary for the Streetscape Master Plan for Centre Street North extends from 18 Avenue N to the north end of the Centre Street Bridge.

The master plan will explore how elements such as sidewalks, trees, landscaping, lighting, site furniture and other street features can work together to improve the pedestrian experience.

### Crescent Heights Mobility Study

The Green Line LRT running along the surface of Centre Street N will change how people move through the community and access businesses along the corridor. The Crescent Heights Mobility Study aims to understand:

- How Green Line LRT will change pedestrian, bicycle and vehicular movement along and across Centre Street N
- How Green Line LRT affects the availability of short-term parking spaces, which are important to support local businesses
- What strategies can be implemented to address the changes to mobility and parking in the community



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This Streetscape Master Plan for Centre Street North, along with the Crescent Heights Mobility Study, will aim to reflect the vision Calgarians shared for Centre Street N. This includes the following goals that were shared throughout public engagement:

- **Mobility & Function** - a street that provides safe, accessible, and comfortable travel experiences prioritizing LRT and pedestrian travel modes.
- **Green & Healthy** - a street that is healthy and sustainable and creates an environment that is welcoming and comfortable for all.
- **Community & Character** - a street with an urban realm that supports and encourages community activation, social gathering and public connections.
- **Economic & Development** – a street that supports the economic vitality of businesses and stimulates investment and development along the corridor.

### Previous engagement

In fall 2020, we asked Calgarians how they use Centre Street N and their ideas for the future of the street. We learned that Calgarians are excited about the opportunity for the streetscape and public realm improvements that will come with the Green Line LRT. Priorities were put on elements such as creating a sense of place, ensuring pedestrian accessibility, safety and access to businesses, and having trees and vegetation.

During the fall 2020 engagement, we heard that there is a desire for amenities and streetscape improvements that maintain neighbourhood character and contribute to a more vibrant Crescent Heights community. We also heard concerns about the impacts on mobility and people's daily travel with the proposed changes to the roadway.

Specifically, we heard:

- Concerns about the impacts on mobility (daily travel) with changes to the roadway, including:
  - Potential loss of vehicle travel lanes
  - Potential loss of parking for residential and business access
  - Traffic impacts on nearby residential streets
  - Desire for more east-west connections
- Desire for amenities and streetscape improvements that maintain neighbourhood character and contribute to a more vibrant Crescent Heights community:
  - Access to retail and services, including outdoor seating
  - Safe and comfortable pedestrian realm with weather protection
  - Preserving Crescent Heights' unique neighbourhood identity



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## Engagement overview

From February 18 through March 2, Calgarians were invited to share their feedback online, at virtual events or by calling 311. Two virtual drop-in open houses provided opportunities to learn more about the projects and ask questions directly to City staff. Using The City's Engage Framework, engagement was conducted at a [Listen and Learn](#) level, allowing The City to provide information while better understanding Calgarians' views, plans, concerns, ideas, and expectations.

## Engagement objectives

Our objectives in engaging Calgarians about planning in Crescent Heights were:

- Continue to promote awareness and understanding of Green Line LRT segment 2 functional planning and the planning and delivery process.
- Build awareness and understanding of the Crescent Heights Mobility Study and Streetscape Master Plan for Centre Street North
- Hear from all interested Calgarians on their thoughts on the initial concepts for the Streetscape Master Plan for Centre Street North and their ideas to help improve overall mobility and safety in Crescent Heights
- Understand the interests of key stakeholders and mitigate concerns, where possible
- Ensure that participants feel engaged and have reasonable opportunity to provide input into the Crescent Heights Mobility Study and Streetscape Master Plan for Centre Street North
- Provide an opportunity for Calgarians to ask questions about the projects affecting Crescent Heights

## Engagement approach

In fall 2020, engagement opportunities were focussed on four geographic zones to communicate and engage with Calgarians in a relevant, community-based way and invited them to share their direct personal experience. This approach also allowed Calgarians to see comments from fellow residents within each zone. This phase of engagement focussed on sharing updated information about the four functional planning projects.

In this phase, The City took a project focus approach to better engage Calgarians and further inform functional planning. Projects included:

- Streetscape Master Plan for Centre Street North
- North Central Mobility Studies (including Crescent Heights Mobility)
- Bow River LRT bridge planning
- North Central Bus Rapid Transit (separate engagement from January 28 – Feb 10)



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Recognizing that the same groups of stakeholders are impacted by both the Crescent Heights Mobility Study and the Streetscape Master Plan for Centre Street North, virtual open houses were held for both projects at the same time. The open houses were designed for participants to choose the topic areas that they wished to learn more about. Participants could attend all sessions or select just those that were of interest. For those unable to attend the open houses, online presentations were made available as well as a PDF version of the slides used at the open houses. Feedback for both projects was gathered online or via calls to 311.

### Target audiences

Efforts were made to reach as many impacted and interested Calgarians as possible. The City's communications and engagement program included geotargeted social media, direct mail to specific areas, phone calls, virtual public information sessions, billboards in high-traffic areas, as well as direct outreach to Community Associations, Business Improvement Areas and City Councillors.

#### Primary audiences included:

- Those directly impacted by planning in Crescent Heights, specifically communities and organizations in close proximity
- Community Associations and Business Improvement Areas

#### Secondary audiences included:

- Those generally interested in the project and seeking to participate in engagement

### Respect for diversity, inclusion and culture

The engagement program was designed to be respectful of the diversity of people living, working and spending time in Calgary. To make the engagement as inclusive as possible, the following steps were taken:

- To comply with the public health guidelines due to COVID-19, engagement was conducted online with an option to dial in to events or provide feedback by calling 311.
- To reach the primary audiences, including those that have limited access to computers/internet, printed materials were made available via postcards, Community Association toolkits, and local signage in Crescent Heights, Tuxedo Park, Renfrew and Centre Street N businesses and surrounding communities.
- To ensure virtual events were accessible we created an accessibility tip sheet for Microsoft Teams to help improve user experience and enable assistive technologies like auto translation, closed captioning and screen reader compatibility.
- All online materials were screened through an online readability checker to ensure materials were plain language and were provided at a grade 8 reading level.
- All promotional materials had notices in Traditional Chinese so that Chinese-speaking Calgarians could be aware of the engagement. They had the option of calling 311 to have additional information translated.





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- Business owner notifications for the businesses located on Centre Street were translated into traditional Chinese.
- The City of Calgary's online Engage Portal used different formats, including videos, maps, surveys and discussion boards, which allowed participants to engage based on their capacities and interests.
- An American Sign Language interpreter was provided at our stakeholder workshop to accommodate participants with hearing loss.
- All video presentations that were uploaded to YouTube had closed captioning and translation features enabled.
- All visuals used on our website and in our presentations were accompanied by descriptive text explanations for participants that were low-vision.
- Virtual events were designed to maximize information sharing and the opportunity for the public to provide feedback with the following approach:
  - Option to dial into meetings or call 311 to provide input, for those without access to a computer
  - Extensive question and answer sessions directly with project teams and subject matter experts
  - Evening and daytime events to accommodate different schedules
  - Events were recorded and posted online for those who couldn't attend at the scheduled times
- We piloted the use of a digital web-based open house to accommodate those that were unable to attend an event; this allowed participants to click through information panels and watch short videos describing the project and answering key project questions.

### Engagement events and participation

During this phase of engagement, we invited Calgarians to share their thoughts and feedback using a number of tools, all housed on the online Engage Portal:

- A virtual open house with videos and background information
- Online surveys
- Meetings and workshops with impacted stakeholders and organizations
- Online engagement events offering presentations and drop-in options

The table below provides an overview of the engagement events and participation.

#### Table 1: Engagement events and participation

The results should be regarded as a snapshot of Calgarians' perspectives in time and should not be projected to the larger population.



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Event	Date	Location	Participation
<b>Community Association/ Business Association Meetings</b>	February 17	Virtual: MS Teams	10 participants
Purpose: a presentation style meeting to provide Community and Business associations with opportunities to learn more about planning, share their feedback and ask questions.			
<b>Virtual drop-in open house (evening)</b>	February 18	Virtual: MS Teams	39 participants
Purpose: a drop-in style online event that allowed Calgarians to choose specific 'online rooms' where they could speak directly to project team members and ask questions about different aspects of planning for Crescent Heights.			
<b>Virtual drop-in open house (day time)</b>	February 23	Virtual: MS Teams	42 participants
Purpose: a drop-in style online event that allowed Calgarians to choose specific 'online rooms' where they could speak directly to project team members and ask questions about different aspects of planning for Crescent Heights.			
<b>Stakeholder Workshop</b>	February 24	Virtual: MS Teams	22 participants
Purpose: an invite-only workshop to hear from targeted stakeholder organizations and understand their unique perspectives and views that they share on behalf of their members and/or organizational interests.			
<b>Online Engage Portal</b>	February 18 – March 2	Online: website and survey questions	409 page visits  82 survey contributions for Crescent Heights Mobility 118 for Streetscape Master Plan for Centre Street North
Purpose: to provide a central hub for the public to learn about Green Line LRT and planning in Crescent Heights. The portal included background information, videos and graphics along with opportunities for Calgarians to share their input in an online survey at their convenience.			
<b>YouTube Presentation Videos</b>	February 18 – March 2	Online	Crescent Heights Mobility: 73 views Streetscape Master Plan for Centre Street North: 103 views
Purpose: to provide detailed presentations of the project materials where Calgarians can view information at their convenience prior to participating in online sessions or surveys.			

### Event promotion

The City undertook a communications and promotion program to support public engagement, with a specific effort to reach Calgarians living in Crescent Heights, Tuxedo Park and Renfrew, who would be directly impacted by Mobility in Crescent Heights, as well as all Calgarians who use Centre Street N and have an interest in the public realm planning process. Below is a summary of the social media and complementary promotions tactics used throughout the 2021 engagement.



**Table 2: Event promotion**

Social media
<ul style="list-style-type: none"><li>• A total of 6 social media posts were created and shared on The City's Facebook, Twitter and Instagram accounts starting February 11. Social posts informed Calgarians of the Streetscape Master Plan for Centre Street North and Crescent Heights Mobility Study engagement opportunities, including online engagement sessions and the Engage Portal.<ul style="list-style-type: none"><li>○ These posts used friendly, plain language and dedicated graphics to attract attention</li><li>○ Paid posts were targeted to specific geographic regions (Crescent Heights, Tuxedo Park and Renfrew) to ensure that Calgarians living in these areas impacted by the Crescent Heights Mobility Study and the Streetscape Master Plan for Centre Street N would be aware, as well as organic posts for other areas neighboring Centre Street N</li><li>○ Altogether, social media posts generated nearly 393 clicks. There were 409 visits to the Engage Portal and 67,491 impressions</li></ul></li></ul>
Other communications
<ul style="list-style-type: none"><li>• In addition to social media, information was shared with Calgarians in a variety of ways, including:<ul style="list-style-type: none"><li>○ Two e-newsletters sent to 3,666 subscribers</li><li>○ Dedicated Streetscape Master Plan for Centre Street North and Crescent Heights Mobility Study info sheets were distributed to over 6,500 households in Crescent Heights, Renfrew and Tuxedo Park</li><li>○ Curbox signs were placed outdoors in high traffic locations in Crescent Heights, Tuxedo Park and along Centre Street with information on how to participate in engagement activities</li><li>○ Posters for engagement were delivered to approximately 280 businesses located on Centre Street N from 8<sup>th</sup> Avenue to McKnight Boulevard</li><li>○ Public engagement information boards placed in Crescent Heights and Eau Claire</li><li>○ Community Association toolkits with messaging and information to be shared with community members and on their own social media accounts and websites</li></ul></li></ul>

## What we asked and what we heard

### What we asked

#### Streetscape Master Plan for Centre Street North

Throughout this phase of engagement, The City shared information and asked for input on the following considerations for the Streetscape Master Plan for Centre Street North based on the concepts for Wide Public Areas, Standard Public Areas, Narrow Public Areas and a 16 Avenue



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Roadway Island. Below are the characteristics of each area type which was shared on the online Engage Portal and during online information sessions.

#### **Wide Public Areas may include:**

- Sidewalks and public spaces that are wider than seven metres
- Wide pedestrian walking zones, with ample room for high volumes of people to comfortably pass each other
- Pedestrian scale street lighting to provide brighter and consistent lighting along the sidewalk
- Opportunities to plant trees and provide landscape planters
- Areas for public seating, bike racks and waste & recycling bins
- Opportunities to work with the community to install placemaking and gateway elements.

#### **Standard Public Areas may include:**

- Sidewalks and public spaces that range in width between three and a half metres and seven metres
- Comfortable walking zones that vary in width from two to three metres wide
- We are aiming for three-metre-wide walking zones in areas where pedestrian traffic will be busiest, such as around transit stations
  - In less busy areas, the walking zones may be narrower in order to accommodate more opportunities to plant trees
- Pedestrian scale street lighting to provide brighter and consistent lighting along the sidewalk
- Opportunities to plant trees
- Areas for bike racks and waste and recycling bins

#### **Narrow Public Areas may include:**

- Sidewalks that are less than three and a half metres wide
- Pedestrian scale street lighting to provide brighter and consistent lighting along the sidewalk
- No opportunities for tree planting
- Limited furnishings—we will explore creative ways to make the sidewalk more comfortable for pedestrians, such as using bollards or decorative railings to create a buffer between people and traffic

#### **16 Avenue Roadway Island:**

##### **Concept 1: Landscape Area with No Public Use**

This concept converts the island into a landscape area that would not be designed to accommodate public access.



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Potential design elements might include:

- Decorative shrub and grass planting
- Gateway features, such as vertical poles with banners or public art elements
- Community placemaking elements

#### **Concept 2: Plaza Area for Public Use**

This concept converts the island into a plaza space for public use. Potential design elements might include:

- Public seating areas
- Landscape planters
- Raised planters for community gardens
- Gateway features, such as vertical poles with banners or public art elements
- Community placemaking elements

Based on these concepts, we asked residents the following questions for input:

- How well do the initial concepts developed for the streetscape meet the community's priorities and the goals of the project?
- What streetscape amenities and improvements are important to have in different areas of the corridor?
- What other ideas should be considered in areas we are still exploring?

#### **Crescent Heights Mobility Study**

The City shared information and asked for input on the following considerations for the Crescent Heights Mobility Study:

- Understand the opportunities and challenges with the parking interface area zone one block off Centre Street N both east and west along avenues south of 13 Avenue N to 7 Avenue N
- How to improve pedestrian, cycling and vehicle mobility and safety in the area

### What we heard

The project team reviewed all comments from the online Engage Portal from February 18 – March 2, 2021, as well as questions and comments from the online engagement events. This input was collected and categorized into themes for each of the questions for both the Streetscape Master Plan for Centre Street North and Crescent Heights Mobility Study. The results below represent those members of the public who participated in this engagement and are not fully representative of Calgarians.

### Streetscape Master Plan for Centre Street North

We heard themes that carried across all of the streetscape concepts that were shared on the Engage Portal. Participants expressed the desire for **distinctive neighbourhood elements** such as public art, street trees, vertical greenery, lighting, placemaking features, and the incorporation of historical context. Participants made **design suggestions** including clear, wide, and safe pedestrian realm; human scale environment; and making the street more vibrant.

We also heard a preference for **more amenities** such as benches, water fountains, and family-friendly public spaces. **Enhancing safety** was another strong theme that included asking for a buffer between the traffic island and vehicular travel lanes, ensuring clear sightlines at intersections, fencing to prevent people from crossing outside of designated crosswalks, and reducing pedestrian crossing distances.

Participants also commented on **infrastructure considerations** such as sidewalk width, landscaping (hard vs. soft surfaces) space for snow-clearing and other seasonal considerations. We heard an interest in **Transit Oriented Development (TOD)** including ensuring convenient access to businesses, shopping, and multi-modal connections (e.g., offering parking to access transit stations). We heard comments and questions about transit routes and the locations of stops for LRT and BRT vehicles.

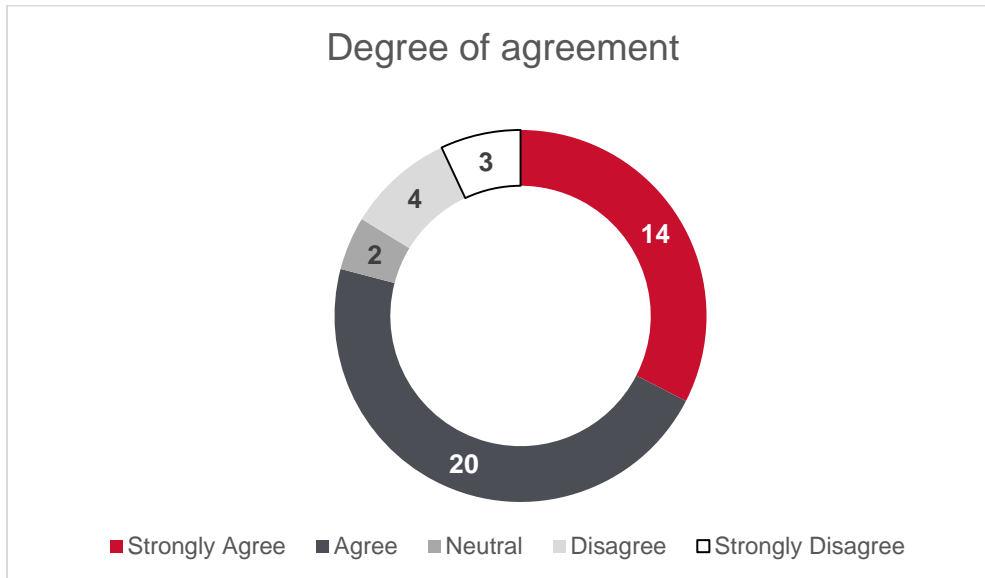
The following summarizes what was heard for each of the four specific categories (wide public areas, standard public areas, narrow public areas, and 16 Avenue Roadway Island):

#### Wide Public Areas

A future concept was developed to create a comfortable walking experience with community priorities in mind. Participants were asked for their feedback on how well the concept achieves project goals and meets community priorities.



**Figure 1: Wide public areas – degree of agreement that this idea is on track for a wide street environment**



Most respondents (34) strongly agreed or agreed that the idea is on track for a wide street environment.

Participants were also asked to explain why they chose their response. The table below reflects the most frequent themes of what was heard:

**Table 3: Wide public area – top themes**

Theme	Sub-themes	Quotes
General infrastructure/design comments	Car lanes, traffic congestion, multi-modal uses	<i>“Pedestrian environment is really important. Need to also encourage sidewalk patios/cafes. would like to see this added. Sun is really important in these areas (both for trees to survive and for winter pedestrian comfort). Ensure lower building heights (or thin taller buildings) to ensure that the light reaches the street. Lower building on south side of AVE and on west sides of ST set back at corners too to enable sun exposure to all sidewalks at some points through the day.”</i>
Multi-modal environment	Access to businesses and restaurants, complete streets, safe and attractive	<i>“The PDF concept shows parking lots adjacent to the pedestrian zone. This encourages traffic from the neighborhood streets, the blocks are</i>



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Theme	Sub-themes	Quotes
	environment for people walking and wheeling	<i>already narrow and developers should make parking underground with no surface lots. There need to be bike lanes on Center street for a complete street so people can travel past the businesses while biking.</i>
Safety and accessibility	Sidewalks designed for mobility (e.g. people walking, wheeling, using mobility devices), decrease roadway crossing distance	<i>"I like the trees, street furniture, and walking space. Area of improvement: I would suggest keeping the walking path as straight as possible for mobility reasons. Put all the trees and furniture in one line between walking path and driving lane, keep walking path in straight line next to businesses..."</i>

Participants were asked to prioritize the top three streetscape features that they felt help create a comfortable walking experience.

The top three features were:

- Planting: trees, shrubs and grasses
- Pedestrian lighting
- Raised planters with seating

Other comments related to providing a safe and attractive environment for people walking and wheeling, including:

*"Cycle/mobile tracks for person powered wheeled use (scooters, bicycles)"*

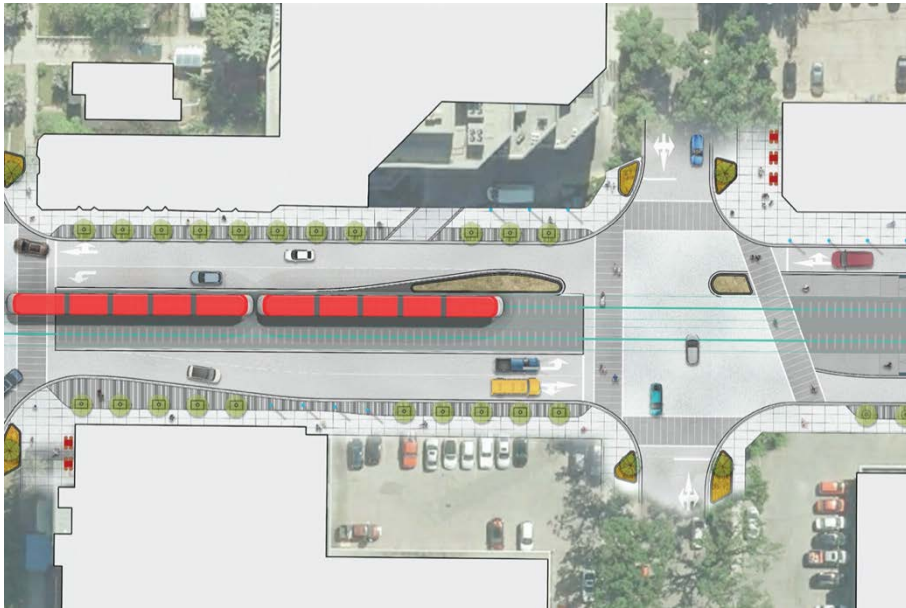
*"Logical walking paths"*

*"Paving materials that are not slippery. Unobstructed sidewalks. In case of a pandemic, can people walk six feet apart?"*

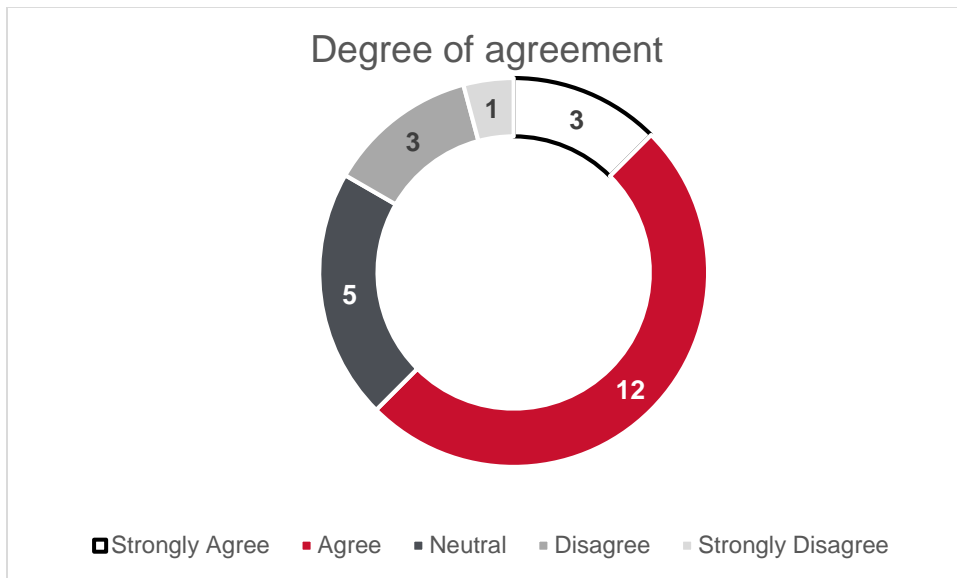
### Standard Public Area

A future concept was developed to create a comfortable walking experience with space limitations and community priorities in mind. Participants were asked for their feedback on how well the concept achieves project goals and meets community priorities within the space available.





**Figure 2: Standard public area – degree of agreement that this idea is on track for a standard street environment**



Most respondents (15) agreed or strongly agreed that the idea is on track for a standard street environment.

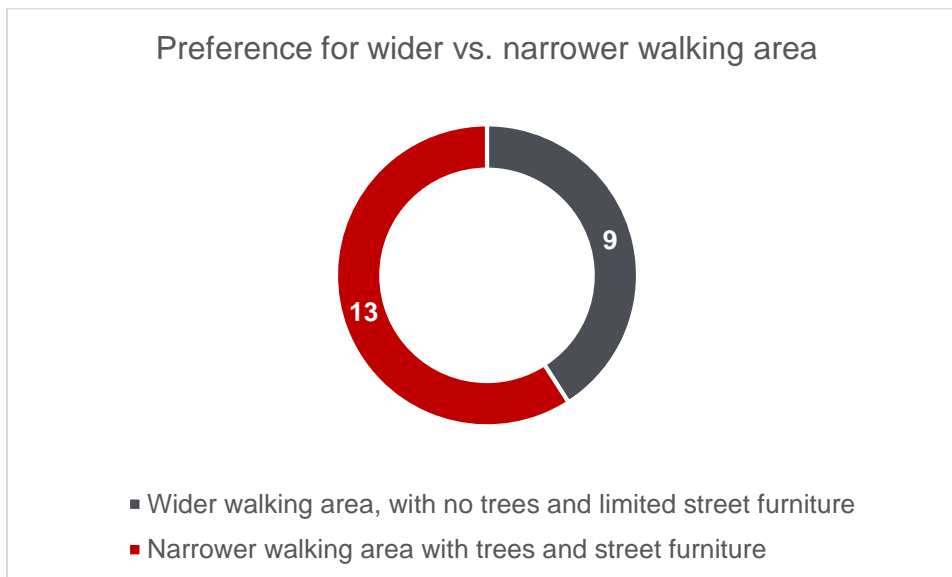
Participants were also asked to explain why they chose their response. The table below reflects the most frequent themes of what was heard:

**Table 4: Standard public area – top themes**

Theme	Sub-themes	Quotes
Infrastructure comments	Desire to prioritize pedestrian movement and safety; desire to remove dedicated turn lanes	<i>“soft buffers between vehicle traffic and pedestrians is ideal for the walking experience.”</i>
Landscaping	Desire for more trees and vegetation	<i>“There needs to be more trees and vegetation, especially trees. Also think about benches and garbage cans as well as planters with flowers etc. It looks very bare.”</i>
General positive comments	Overall happy with this option; questions about roadway allocation (vehicular travel lanes vs. pedestrian realm)	<i>“Looks pretty good overall but I am curious why there are 2 lanes of northbound traffic instead of a wider pedestrian realm.”</i>

Participants were asked to choose between wider walking areas versus narrower walking areas with additional features.

**Figure 3: Standard public environment – preference for wider vs. narrower walking area**



When asked about their preference between the two options, a majority of respondents (59%)

preferred a narrower walking area with trees and street furniture.

Other comments related to a general support for this option as it relates to putting people walking first and ensuring the street environment is safe and attractive, for example:

*"I believe the above design will encourage pedestrians and discourage vehicle traffic."*

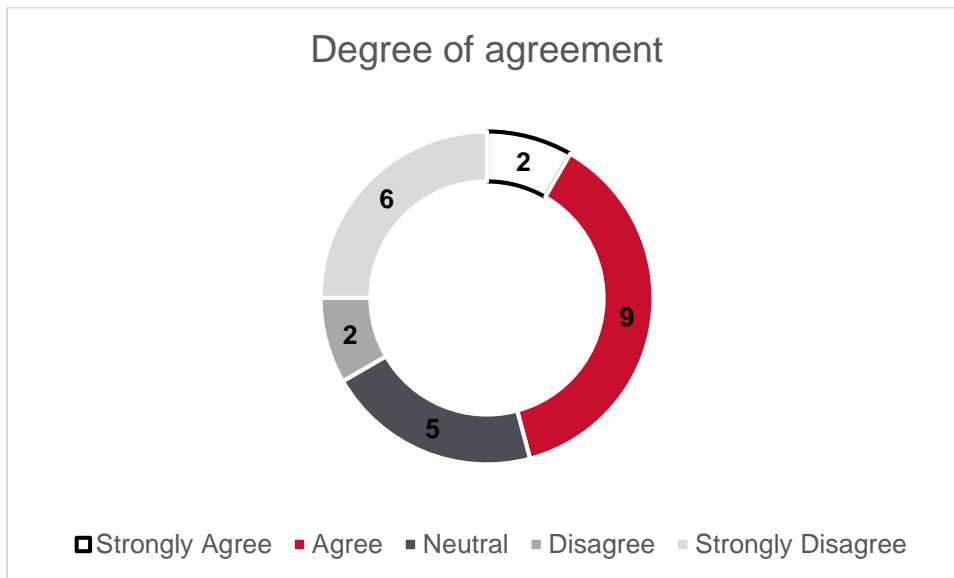
*"We need separation from the vehicles and room for patios and trees to make area this feel safe."*

### Narrow Public Areas

A future concept was developed to create a comfortable walking experience with space limitations and community priorities in mind. Participants were asked for their feedback on how well the concept achieves project goals and meets community priorities within the space available.



**Figure 4: Narrow public area – degree of agreement that this idea is on track for a narrow street environment**



Just under half of respondents (11) agreed or strongly agreed with this statement.

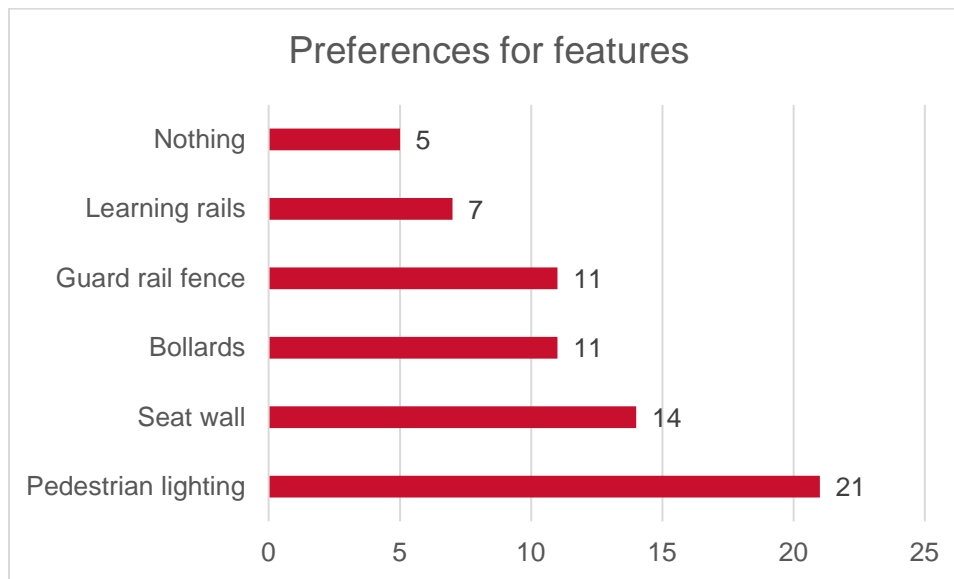
Participants were also asked to explain why they chose their response. The table below reflects the most frequent themes of what was heard:

**Table 5: Narrow public area – top themes**

Theme	Sub-themes	Quotes
Sidewalk width	Too narrow for pedestrians, concerns about snow-clearing, concerns about leaning rails	<i>“Other considerations should be explored to avoid having such narrow areas. I’m sure this will be exacerbated when the city clears the snow onto the sidewalks. Pedestrians will be hard-pressed to avoid vehicle splashing when the roads are wet. I can’t imagine anyone wanting to utilize “leaning rails” so close the traffic.”</i>
Landscaping	Desire for more trees and vegetation, suggestion to remove median and add a tree/furniture zone	<i>“It looks like a median between the rail line and the driving lane is prioritized over pedestrians. Suggested removing median and adding a tree/furniture zone.”</i>
Infrastructure and maintenance	Questions about scooter parking, suggest adding a protective wall at key areas along the roadway	<i>“Separating it with some kind of seat wall will work nicely, but where is one supposed to park scooters and bikes? Where are the scooters and bikes going to operate? you need to consider this in your main street.”</i>

Participants were asked to prioritize the top three streetscape features that they felt help improve safety and create a buffer from car lanes. The table below reflects the most frequent themes of what was heard:

**Figure 5: Narrow public area – preferences for features**



The top ranked feature (21 rankings) was pedestrian lighting, followed by seat wall (14), bollards (11) and a guard rail fence (11).

Other comments mentioned:

- Snow removal
- Electric buses only
- Human scale building design

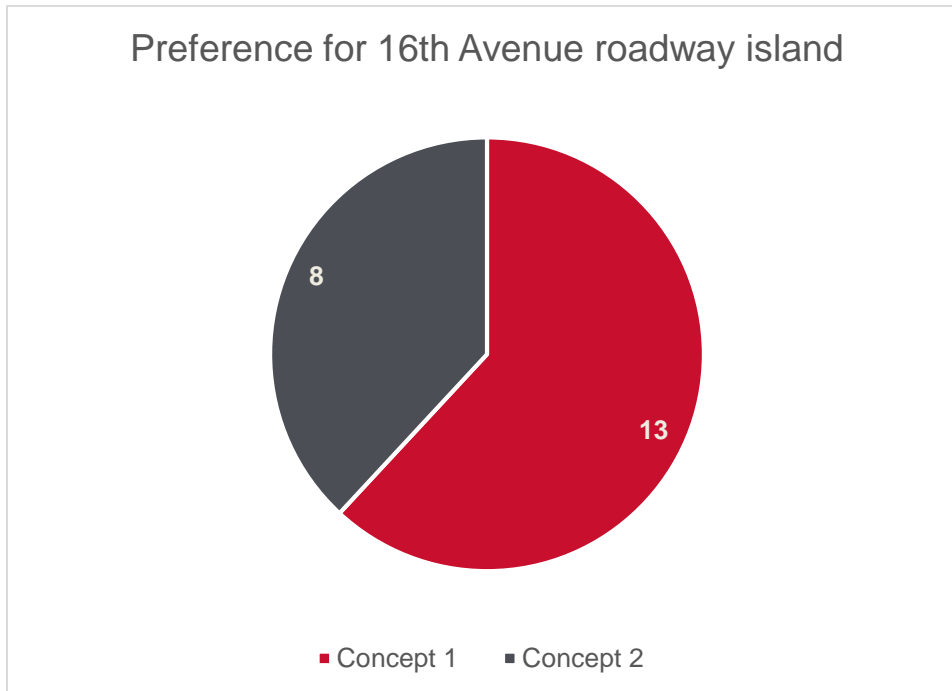
### 16 Avenue Roadway Island

Two concepts were developed to convert the temporary roadway island on the north side of 16 Avenue N. Participants were asked for their feedback on whether they preferred the island be used for landscaping alone or allowing public use.

Respondents could select:

- Concept 1: Island has no public access but is landscaped
- Concept 2: Island has a plaza and public access

**Figure 6: 16 Avenue Roadway Island – preferred concept**



A majority of respondents (62%) chose concept 2 which incorporates public use.

Participants were asked about the features they would like to see incorporated into this space.

The table below reflects the most frequent themes of what was heard:

**Table 6: 16 Avenue Roadway Island features – top themes**

Feature	Sub-themes	Quotes
Landscaping	Planting, trees, general preference for landscaping	<i>“Nice landscaping and place making - a gateway sign for crescent heights and tuxedo or lighting and banners or public art”</i>
General infrastructure	Snow-clearing, other seasonal considerations, providing a buffer between roadway and public realm	<i>“It would have to strike a balance between providing a buffer so people feel safe using the island while also not visually inhibiting drivers navigating the intersection.”</i>
Aesthetics	Public art, lighting, placemaking features, celebrate historical context (e.g. gateway sign for Crescent Heights and Tuxedo Park)	<i>“Placemaking art feature. Celebrate North Villages Centre (historic context)”</i>

Participants were asked for other ideas they have for making the roadway island an interesting



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public feature.

The table below reflects the most frequent themes of what was heard:

**Table 7: 16 Avenue Roadway Island: Other ideas – top themes**

Feature	Sub-themes	Quotes
Aesthetics	Public art (comments both in favour and not in favour), placemaking elements, lighting	<i>"...placemaking art or beautiful lighting design (could change colours with season etc.)"</i>
Amenities	Seating, water fountains	<i>"Make it a green space with trees, a sidewalk down the length, a water fountain and seating."</i>
Other comments	Preference for a barrier instead of a roadway island, preference for keeping the roadway until the extension is complete	<i>"Don't waste money on roadway islands, just have a barrier."</i>

In addition to the themes described above, there were a few comments regarding preference for different roadway configurations, for example having the LRT be side running.

*"LRT should be side running. build in platform with side walk with simply divisions. LRT riders should not need to cross the car traffic to get to the LRT. Putting LRT in the middle contradict with the whole concept that the city has stated below. "Centre Street provides safe, accessible, comfortable travel experiences prioritizing LRT and pedestrian modes"*

We also heard comments about maintaining the current environment along Centre Street N, including keeping street trees and examining the streetscape from a feng shui perspective:

*"Please DO NOT REMOVE any of the current trees along Centre Street, there is not much greenery in this area and it would be a shame for it to become devoid of any greenery. Consider getting a FENG SHUI expert to examine Chinatown in terms of 'flow'."*

*For a verbatim listing of all the input that was provided for the Streetscape Master Plan for Centre Street North, please see Appendix A - [Verbatim Comments](#).*

### Crescent Heights Mobility Study

We heard a variety of comments reflecting both challenges and opportunities related to the interface parking zone recommendation. The interface parking zone would be established one block off of Centre Street N both East and West along the avenues south of 13 Avenue N to 7 Avenue N to provide short-term parking opportunities and provide customer access to local businesses, while also maintaining residential permit parking opportunities.



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The most frequently heard themes are in the table below:

**Table 8: Interface parking zone – top themes**

Themes	Sub-themes	Quotes
Residential parking challenge	Concern around finding parking for residents	<i>"...parking enforcement may be an issue in the community. I also have concerns about parking access in front of my home. I live just outside the interface area on 9th Ave (NE) and worry that people looking to avoid paying for parking will preferentially park just outside this interface area on my block..."</i>
	Need to balance residential and business parking	<i>"It's a good idea, especially on 1 street N.E since that road does not have houses facing onto it, making it a prime place to park lots of vehicles without disturbing residents. Make it 3 Hour parking so people have time to visit a restaurant on the main street or take a quick train ride to a business downtown."</i>
General support	Balances needs of residents and businesses	<i>"I think this is better - while residents in they area may suffer some inconveniences, this is necessary to create a more foot-traffic friendly business area. If it is just between 30 up to 2hr parking it really shouldn't be too bad especially if parking enforcement is strong."</i>
	Supportive of customer parking for businesses in the area	<i>"So long as the traffic within the community side roads remains as is - I'm all for allowing for customer parking directly related to center street."</i>
Parking restrictions / enforcement	Need for time restrictions on parking	<i>"I am concerned about parking outside of the interface parking zone. Will there be changes to the parking restrictions &gt;1 block from Centre street? People will park in residential areas 2 blocks away if they do not have to pay, and currently there are no time restrictions on evenings and weekends."</i>
	Balance of resident and non-resident parking	<i>"Agree that non-resident parking can be accommodated on side streets east and west, however please consider limiting it to the half the block clocks to Centre St. As a resident on 10th Ave NE between Centre and 1st St NE the parking is regularly used by residents on the north side of the block."</i>
Safety considerations	Concerns that more vehicles will impact safety for kids and senior residents	<i>"how it impacts safety on streets - kids at home playing in neighbourhood now are impacted by increased visitors/cars"</i>





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Themes	Sub-themes	Quotes
	Concerns about cut through traffic and speeding on residential streets	<i>"...object to the city moving the gate to the West side of 1St NW as that would significantly impact the quality of our community, creating safety issues as more cars will then naturally drive through our neighbourhood, having access vis 1St and 15 Ave NW. I have lived here since 1999 and in 2004 our cmty wrkd very hard to get the gate put up bcs of cut through traffic issues. Cars would speed thru our nbhd for alternate routes. The city must maintain the integrity of our nbhd!"</i>
Parking permits / fees	Concerns about parking availability and increased residential parking fees	<i>"As a resident, will I still be able to have long term visitor parking permits? And will I still be subject to the proposed parking fees introduced by the City of Calgary to park in permit zones, even though that is where my home is? I sure hope it does - I don't like the idea of reduced availability and increased fees."</i>
	Support for limiting business parking along Centre Street N	<i>"Businesses along Centre Street do NOT currently rely on massive amounts of parking along Centre St, so opening up 12 blocks of residential streets (6 blocks on each side) to pay parking unfairly impacts local residents. Businesses will have an LRT dropping patrons at their front door. If they need parking, they should create their own. Absolutely, let's encourage non-residents to come to our neighborhood by LRT. But let's limit parking and thus encourage them to leave their vehicles at home!"</i>

With the construction of Green Line there will be changes to how people walking, wheeling, driving and taking transit will move across the corridor. As part of this phase of engagement, The City shared information about the different considerations for transportation modes, including pedestrian crossing locations, changes to existing bikeways and changes to vehicular traffic signals and turn restrictions.

We asked Calgarians to share their ideas for:

- Pedestrian improvements
- Cycling improvements
- Driving improvements



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These are summarized by theme below.

**Table 9: Ideas for pedestrian improvements**

Themes	Sub-themes	Quotes
Safety	Pedestrian crossings need to be safer	<i>"Make pedestrian crossing safer and easier, senior take a long time to cross the street, crosswalks should be shorter with enough time at signals for them to cross. Make crosswalks easier to see with brighter and more colourful markings or different pavement material. Make curb ramps more gradual and wider so strollers and wheelchairs have easier time to navigate. Raised intersections would be great!"</i>
Urban design	Infrastructure improvements for pedestrian comfort	<i>"It would be great to see larger sidewalks and more Tree Canopy with designated areas for park green space within the development. Snow removal, not movement or catchment areas needs to be included to allow for more areas to walk."</i>
Increase of pedestrian signals and crosswalks	Need more pedestrian friendly crossings	<i>"It is difficult to cross 4 to 6 lanes of traffic on foot. Drivers don't see you and so I think the speed limit on Center street should be 40km/h to make this safer. There should be no vehicle turn signals on red so pedestrians are safer."</i>
Maintain community environment	Community activities need to be considered and accommodated	<i>"Pedestrians and children need to have the highest priority around 1 ST West and 13 Avenue - not a good idea to move community gate as there are a lot of kids at this intersection with pre=school many activities that take place at the Church."</i>
Wider sidewalks	Sidewalks need to be wide enough for safety and comfort of pedestrians	<i>"Ensure that there big side walks with narrow intersections to allow for safe mobility. Large intersections with narrow sidewalks feel more dangerous to walk and cross"</i>

**Table 10: Ideas for cycling improvements**

Themes	Sub-themes	Quotes
Safety	Separate cyclists from vehicles and pedestrians	<i>"I would like to see dedicated bike lanes and traffic calming measures put in place that won't put cyclists in danger while riding in our neighbourhood. We need to promote walking and cycling in our neighbour by implementing measures that will "make it easy" for people to</i>



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Themes	Sub-themes	Quotes
		<i>ride their bikes while also installing a sense of confidence in the safety of our infrastructure.”</i>
	Better and clearer signage	<i>“Clearer signs for basic road rules for cyclists to encourage them to stop speeding and running stop signs or entering crosswalks when pedestrians are present.”</i>
Route suggestions	Look at connectivity and where best to have cycle routes	<i>“If cyclists use the west side and potentially the new LRT bridge to access Crescent Heights, 1 Street NW will likely become the preferred route. As there will likely be extra vehicle traffic on this street, there is potential for conflict unless "zones" are established.”</i>
Dedicated cycle lanes	Create dedicated cycle lanes	<i>“Rather than adding in this LrT, keep cars and increase bike lane to a proper dedicated lane across centre street.”</i>

**Table 11: Ideas for improving vehicle mobility**

Themes	Sub-themes	Quotes
Maintain community environment	Current travel patterns and community activities need to be considered and accommodated	<i>“Please don't open the 2nd St gate. There are already people speeding to the lights at night, as they don't see the gates from 12th Ave. The street is a well used bike corridor. The movement of the gates from Center St. will only increase traffic flow in front of the Church, which is a well established playschool. Alley way improvements and flow past the Stronghold climbing center will keep all the businesses serviced.”</i>
	Changes for vehicles must not be at expense of character of neighbourhood	<i>“It is absolutely unacceptable to move the current traffic calming gates. If business want to have more access they should make an agreement to cross through back crossing lanes. The proposed move on 13th Ave is right at some key historical landmarks for the area and is part of the original 'heart' of Crescent Hts. Village. This historic area must be protected. Fine to encourage the use of this area for walking (maybe even a walking tour) or bike alternatives but no increase in vehicles.”</i>



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Themes	Sub-themes	Quotes
Reduce congestion	Plans for how to divert vehicles to other routes are needed	<i>"I am very worried about Center Street being one lane in both directions. Are there plans to divert some of the traffic to Edmonton Trail or 10th street? Where will all the existing traffic go? The train is going to end at 16th Ave so I don't think it's going to reduce traffic on Center street very much at all..."</i>
	Encourage more people (e.g. non-residents) to take transit	<i>"Make the neighborhood local traffic only. Encourage visitors to take transit."</i>
Traffic calming measures	Various traffic calming measures requested to slow traffic down in the community	<i>"Centre street should not be seen as a highway for cars to get out of downtown quickly. There should be traffic calming measures to discourage cars from speeding down Centre street. Many more traffic lights should be put in place: it's not safe to cross the street as a pedestrian. To make Centre street a family friendly destination in our city, no better decision could be made than to slow car traffic, put in safe crossings (not crosswalks), and widen sidewalks."</i>
	Concerns around moving the existing traffic gate on 13 Avenue	<i>"Please do not move the Centre B/13th Ave. traffic gate further west. Vehicles have access to all the businesses in the area as it is, without needing to cut through our residential streets."</i>
Safety	Reduce speed limits	<i>"...30km/hr speed limits put in place with calming measures in place. The neighbourhood is a walkable community. A great opportunity to make it better."</i>
	Concerns for safety of children	<i>"...Moving the gate divides the community and increases traffic dangers to the playschool and neighbourhood children. Everyone uses the alley from 12th to access shoppers drug mart and local businesses anyway."</i>
Station location / traffic signals	Suggestions for station location	<i>"Currently the Crescent Heights station is planned for 9th Ave. The plan is to utilize 9th Avenue NE as a through street to get from Center Street to Edmonton Trail. I really and truly feel the city is making a mistake here, it should relocate the through street to 8th Ave. or 10th Ave. We have two well established through streets on 8th Avenue and 10th Avenue NE. These streets are well established, have existing traffic control mechanisms and traffic lights."</i>



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Themes	Sub-themes	Quotes
	Traffic signals and left-hand turn lanes	<i>"PLEASE DON'T MAKE 9 AVE N.E. A NEW THOROUGHFARE FOR EAST-WEST TRAFFIC by allowing left-turning vehicles from southbound Centre St. This is a beautiful, quiet little street. Directing southbound Centre St traffic eastbound along this avenue will encourage drivers to use it as a raceway even more than they currently do. 8 Ave NE is already a thoroughfare with a signal-controlled intersection at Edmonton Tr. Why not keep this as the thoroughfare and leave 9 Ave alone?!?"</i>

### Next steps

The project teams will continue to advance their work with the input received in mind. The Crescent Heights Mobility Study will finalize recommendations related to traffic calming and the interface parking zone. Those recommendations will be shared later this spring. The Streetscape Master Plan for Centre Street North will finalize their recommended concepts and prepare the plan. The plan and recommendations will be shared with Calgarians and presented to Council's Green Line Committee in April 2021.



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### List of appendices

Appendix A: Verbatim Comments – Streetscape Master Plan for Centre Street North

Appendix B: Verbatim Comments – Crescent Heights Mobility Study

Appendix C: Virtual event notes – Crescent Heights

Appendix D: Demographics and evaluation for online engagement



## Appendix A: Verbatim comments – Streetscape Master Plan for Centre Street North

Verbatim comments include all written input that was received through all engagement activities.

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (personal information removed).

### Question: What features would you like to see incorporated into this space?

#### Comments

Seating, tables, plantings

Reduced or remove Island to improve traffic flow, just have a barrier

Placemaking art feature. Celebrate North Villages Centre (historic context)

It would have to strike a balance between providing a buffer so people feel safe using the island while also not visually inhibiting drivers navigating the intersection.

Safety/Barrier to separate pedestrians and traffic

Low maintenance design. Feature with a name like memorial

If I read this correctly, this looks like an island in the middle of the road? I'm not sure if I would use a public space surrounded by traffic so prefer landscaping idea.

Benches, lighting, tables, trees and a water fountain. Fencing to keep people from jaywalking on and off the island at places where there is not a crosswalk

Shrubs and grass and art. Keep in mind that it's in the middle of the road so will be covered in snow/mud for many months of the year.

I would like to see this stay as a road

Nice landscaping and place making - a gateway sign for crescent heights and tuxedo or lighting and banners or public art

Landscaping, feature artwork

no opinion

Limited landscape preferably hard surfaces - need space for snow storage, need to discourage windshield washer guys etc so design should reflect traffic safety. Also don't want to block views of intersection

### Question: What other ideas do you have for making the roadway island an interesting public feature?

#### Comments

Artwork

Don't waste money on roadway islands, just have a barrier



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#### Comments

No art

Public art installation

As above - placemaking art or beautiful lighting design (could change colours with season etc.)

public art

Make it a green space with trees, a sidewalk down the length, a water fountain and seating.

My interesting idea is that it would remain a road until the extension, instead of spending money on a temporary solution.

Add public Art feature

Water fountain or piece of public art (but no blue rings please...)

public art piece... how about a statue of Mayor Nenshi ;-))

Provide funding for maintenance

temporary public art

I don't think it needs to be an interesting feature - ideally interest happens on the sides of the street

#### Question: Please tell us why you have chosen the above response

This is a follow up question to participants who shared their agreement with the statement **"This idea is on track for a narrow street environment."**

#### Comments

It looks like a median between the rail line and the driving lane is prioritized over pedestrians. Suggested removing median and adding a tree/furniture zone.

Other considerations should be explored to avoid having such narrow areas. I'm sure this will be exacerbated when the city clears the snow onto the sidewalks. Pedestrians will be hard-pressed to avoid vehicle splashing when the roads are wet. I can't imagine anyone wanting to utilize "leaning rails" so close the traffic.

Separating it with some kind of seat wall will work nicely, but where is one supposed to park scooters and bikes? Where are the scooters and bikes going to operate? you need to consider this in your main street

Any opportunity to make it wider?

Need to add restrictions on south side of avenues and west sides of streets to restrict building heights to maximize sun exposure & have pedestrian scale features as part of the buildings themselves. Any buses should be electric to avoid noise & diesel exhaust to pedestrians. Will need to have snow REMOVAL (not plowing) in these areas to maintain sidewalk widths. Suggest a solid pedestrian protective wall in key areas along the street to avoid splashing of pedestrians etc and increasing safe.

Very barren looking - there needs to be more vegetation, grasses, benches etc. It doesn't appear welcoming at all for pedestrians to walk and enjoy the shops etc. If we want to make Centre street more pedestrian friendly and make it feel more a part of the neighbourhood it needs to have elements that





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#### Comments

welcome people. For example the new fly over park is so bare, there are no trees or shrubs like initially planned and does not make it feel welcoming. It is very cold.

It is a shame to not have trees and landscaping. Could there be an opportunity to create narrow vertical art installations or vertical greenery to provide some interest?

Adding a seat wall, lighting and fences will make the best of a small area.

Pedestrian area is too narrow to be safe.

I'm concerned about the narrow areas might be too tight for pedestrians. Approach seems fine but would like to see more space made for pedestrians as this was indicated as a priority.

We need trees here!! Railings make this cluttered. We need an electrified track like other cities have to eliminate overhead wires. We need to offer businesses patio space to create a vibrant neighborhood. More guards and railings will make this area congested. There needs to be a budget for maintaining everything

You have placed all extra width adjacent to the rail vs expanding the sidewalk side! That's why no room for trees, seating, or parking. Also you have the rail line in a straight line the entire length. It can move east to west to accommodate better consolidation of public spaces. Simply address your LRT design standards; they are not accommodating the reality of fitting into and enhancing an existing community.

I don't think there is much opportunity in these areas

#### Question: Please tell us why you have chosen the above response

This is a follow up question to participants who shared their agreement with the statement **"This idea is on track for a standard street environment."**

#### Comments

Looks pretty good overall but I am curious why there are 2 lanes of northbound traffic instead of a wider pedestrian realm.

Looks good for what you can fit

Putting LRT in the middle contradict with the whole concept that the city has stated below.

"Centre Street provides safe, accessible, comfortable travel experiences prioritizing LRT and pedestrian modes"

LRT riders should not need to cross the road to get to the LRT.

I need more information on this. Will the buses also be using the same stops and lane ways as the trains? Is this a fair assumption? or are there no bus stops on Centre for the BRT? Need wider sidewalks, waiting areas, bike storage etc. if there are stops - even if this means acquiring more land. Need to add distinct lighting, vertical sense of place features etc. Need to paint all light poles etc. black and limit overhead distractions to help create a good human scale pedestrian envt.

There needs to be more trees and vegetation, especially trees. Also think about benches and garbage cans as well as planters with flowers etc. It looks very bare.

I don't like the dedicated turn lanes at all intersections. They take up too much space and will slow pedestrians down everywhere just to save a driver a half-block to the next intersection. Remove them everywhere possible.



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#### Comments

soft buffers between vehicle traffic and pedestrians is ideal for the walking experience

it looks like many of the trees will be removed which I don't think is ideal

Adding trees, wide textured sidewalks, benches and cool lighting will make the street vibrant and lower the areas crime rate. Im glad the city is learning from the mistakes made on the 36th street N.E LRT, the centre street scape looks good.

In this example of a standard street environment there does not appear to be any consideration provided for buses or traffic other than pedestrian or train.

Need more pedestrian area and intersection is too wide

It will be important to have space for people near transit stations but trees are needed to. Need to have a buffer to cars.

I believe the above design will encourage pedestrians and discourage vehicle traffic.

We need separation from the vehicles and room for patios and trees to make area this feel safe

#### Question: Please tell us why you have chosen the above response.

This is a follow up question to participants who shared their agreement with the statement **"This idea is on track for a wide street environment"**

#### Comments

I like the trees, street furniture, and walking space. Area of improvement: I would suggest keeping the walking path as straight as possible for mobility reasons. Put all the trees and furniture in one line between walking path and driving lane, keep walking path in straight line next to businesses.

ALL of the streetscape features listed below are important. Impossible to choose only 3.

Better than current but not sure how it supports economic development

seems right

Like the idea of a hang out place in a restaurant, bar and small business district. But where are the bikes and scooters supposed to ride?

You have effectively cut off north Calgary from downtown forcing people onto a congested deer foot. 1 lane is not the right concept

Looks good but would like to see more beautification and historical elements

Train needs to be side running. Share side walk with the platform. Cars in the middle.

If the intention of the LRT are for the people, there will be more LRT riders than cars.

It's not smart to have many people crossing the road through the car traffic just to get to the station for the LRT. Putting LRT in the middle contradict with the whole concept that the city has stated below.

"Centre Street provides safe, accessible, comfortable travel experiences prioritizing LRT and pedestrian modes"

Pedestrian environment is really important. Need to also encourage sidewalk patios/cafes. would like to see this added. Sun is really important in these areas (both for trees to survive and for winter pedestrian



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### Comments

comfort). Ensure lower building heights (or thin taller buildings) to ensure that the light reaches the street. Lower building on south side of AVE and on west sides of ST set back at corners too to enable sun exposure to all sidewalks at some points through the day.

Existing buildin footprints should determine the sidewalk widths....  
in the winter, sidewalks and centre street become a lot narrower.

This helps enhance the pedestrian realm and safety by increasing the distance between people and vehicles with wider sidewalks and decreasing crossing distances over what is currently a wide and intimidating road.

There is lots of space to move around

I chose 'agree' because a possible addition is to consider how the area will be cleared and used in particularly in winter and to consider the increased use of transportation such as scooters (electric and non-electric) and bicycles. Cycle tracks were invisible in the slide deck and could improve the use of the area by the community and visitors to the area who wish to use their vehicles less and increase their physical activity with mobility while enjoying the social aspects of the area.

Sidewalks are key and you've made them actually great. Whatever you do reduce the car lanes in size.

The wide or standard options are well designed depending on the area involved. The visual balance of design is appealing. The plan also takes into consideration future concerns or additions as needed. The accessibility and safety have been well addressed. Clearly and professionally presented.

It looks good, a cool place for people to hang out. Better streetscapes with decorative elements that people hang out on tend to not get ridden with crime like traditional LRT station area do (south leg of red line , 36 Street N.E)

I think 4 meters should be the MINIMUM space for walking and other features. HOW ARE YOU SUPPOSED TO SOCIALLY DISTANCE 2 METERS if it's only 3 meters wide??

All would improve the appeal of the street and usability

Driving convenience is going to be greatly reduced on Centre Street with the LRT, so you might as well make it a good walking area.

Pedestrian traffic does not appear to be allowed to flow organically through the public area. Emphasis has been shown on seating in public area while there appears to be a lack of seating at the station itself.

I believe that this plan will create a vibrant urban environment in our neighbourhood.

Nothing would be better for the vitality of Centre street than wide sidewalks! This will help to make Centre street a destination for Calgarians. This will only work, however, with added traffic signals and safe crossings: it is currently very unsafe to cross Centre street. Cars do not respect crosswalks and walking across 4 lanes of traffic in both directions is dangerous, even with a cross-walk signal. With safe crossings, wide sidewalks, and bike lanes, Centre St can be a family-friendly spot

Crescent Heights is the ideal walkable neighbourhood, so design ideas that support that are preferred.

will improve this street, bring more people to the area

I like the concept of pushing Centre St slightly east to accommodate a wider island. As a resident in the area 1 block away from the 15th Ave station, I'm very concerned about noise and the potential for higher



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#### Comments

crime/homelessness in the area as a result of this change. I'd like to see some further design work around a noise impact assessment and mitigations to keep noise levels at or below current baseline levels. Would like to avoid benches/seating areas which would become homeless shelters.

Not connected to the question, just wanted to stress that this needs to get done. Stop delaying. Build the Green Line.

The PDF concept shows parking lots adjacent to the pedestrian zone. This encourages traffic from the neighborhood streets, the blocks are already narrow and developers should make parking underground with no surface lots. There need to be bike lanes on Centre street for a complete street so people can travel past the businesses while biking.

I agree. Walking on cement sidewalks and not slippery tiles. Who is going to look after the plants? I have a property on Centre Street and people throw garbage everywhere, which I clean up every day. People sit on my steps and smoke, and leave their cigarette butts on the ground. This is a public transit area and not a park. Keep the foot traffic flowing.

Where are the cyclists and scooters supposed to ride?; other than that missing factor, you have a good plan.

Dual lane traffic way more important. This is a road not a park. While wide spaces are nice not at the sacrifice of the only functioning corridor into downtown.

3 meters is a pretty limited space.

**Question: Are there any other comments or is there something you feel we have missed and need to reconsider that you would like to tell the project team?**

#### Comments

Trying to turn a busy vehicular Centre Street N into an area where vehicular traffic is greatly reduced and people want to walk along and socialize will not work. It is a waste of public money. The much wider 17th Ave SE failed in this, people do not walk along the road and do not socialize on the sidewalks, virtually no-one uses the C-Train/walks to travel to the restaurants and bars, they drive. This will simply increase roadway congestion and decrease footfall for local businesses

LRT should be side running. build in platform with side walk with simply divisions. LRT riders should not need to cross the car traffic to get to the LRT.

Putting LRT in the middle contradict with the whole concept that the city has stated below.

"Centre Street provides safe, accessible, comfortable travel experiences prioritizing LRT and pedestrian modes"

I am trying to understand how the BRT fits in with scheme and have not been able to locate information. Will there be no bus stops on Centre south of 16th? Will buses use the same Right of ways and stops as the LRT? Need to consider that this is a winter city snow removal will be required. Need to look at having supportive urban design policies for adjacent buildings to promote sun access to pedestrian areas and create human scale. Lights and traffic signs should have black poles.

Wheelers are being shortchanged on this plan, pedestrians get this nice wide realm while wheelers are forced dodge pedestrians on the sidewalk, ride on this road or the parallel back road and are not easily able to access the LRT or the business. These business and LRT will attract scooters and cyclists from



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### Comments

downtown and the river pathway. Add a off street bike lane like the one on Bowness Rd. Slightly narrow the pedestrian realm to accommodate space for wheelers, will help Business and peds.

Try and cull through traffic on Centre Street to keep fumes and noise from vehicle traffic low. To much exhaust smell and noisy traffic can make a street seem unattractive for pedestrians. To cul, traffic, consider Lowering the speed limit to 30km/h and ban all large and mid sized commercial vehicles along with all non city owned buses.

I do not feel that there has been adequate re-evaluation of previous assumptions. I do not believe there has been adequate study of the impacts on vehicle traffic now that the green line (north of the river) has been changed from under ground to above ground.

I do not believe there has been proper consideration about the way people may work and life after the COVID-19 pandemic. Has the demand for this changed as more people work from home on a permanent basis?

I live in the area and I want to make sure that the current gates to stop traffic from flowing in all directions in the area between 12ave and 16 ave and centre st and 4 st nw remain in place. This is a residential area and we cannot have vehicles using it as a commuting option to cut through the neighborhood.

Corridor seems to be a lot wider than it is today. Centre street is already very wide so need to make sure the streetscape is design to protect people, add comfort and make it feel less wide. Don't do standard sidewalks we see everywhere - needs unique design and more characters by adding artistic elements.

Thank you for all your hard work. I am confident that the Green Line will only make our neighbourhood an even more beautiful and desirable place to live. Please address and plan for mitigating the increased traffic density that will occur on Edmonton Trail!

I'm concerned about the diversion of traffic to 1St NW and noise/vehicle impact to residences on this street. How will the project compensate those homeowners who's house value drops as a result of the increased traffic? Can the project evaluate a new street replacing the laneway between 12Ave & 13th Ave, and Centre/1st Street (i.e. west of Scotiabank/Shoppers)? Also if the gate on 13th ave is being moved, a new gate should be added on 1st St north of 13th Ave to prevent traffic impacts.

Landscaping and trees are extremely important and need to be prioritized. Limit guards and fencing and use dark sky lighting. Use an electrified track system to eliminate wiring. Add bike lanes to this complete street. Add patio space for businesses to thrive.

Where is all the car traffic going to go? Right now, there are 3 lanes southbound in the morning on Centre. St. Is it all going to end up on Edmonton Trail?

You have provided no details on the 8th/ 9th avenue station! It is a huge length of the plan area with the most homes impacted; where is the plan? The plans show 10 car LRT trains; completely ridiculous in a dense urban setting. Your LRT tracks have no east west variation along the length of the corridor; this is non-responsive to the existing urban context. These two basic LRT design issues cause much of the design to miss many ways to enhance trees parking pedestrian and business spaces; sad!

**Question: When thinking of the future North Central BRT along the corridor and the opportunity for improved stations and features that could be included, what are you looking forward to the most with regards to improvements to the BRT service?**



# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Comments

Better bus stops/shelters in what is currently a highly congested and unsafe area for seniors, and handicapped users

Honestly I'm more interested in the public spaces than the transit service. I hope the area approaching downtown is approachable and pleasant for walking and cycling.

Thinking of winter-time BRT service would be important. The bus stations should have coverings and ideally be enclosed/heated. They should be well lit as well.

quicker access to get onto BRT lines - ensure you are collecting all of us

The city of Calgary shall have a team dedicated for the modernization of center street from south all the way to McKnight Boulevard

Bus only lanes and wider sidewalks

I love the idea of the main street being a destination people choose to spend time at. A community hub if you will.

Waste of money. Let's skip steps 2-4 and go straight to 5 new LRT. Typical Calgary. Build something new only to demo and replace it 2 years later.

Priority lanes for buses so that it can be an actual BRT and not just a bus with BRT in the name

Wider sidewalks and additional street trees.

Heated stations, plantings integrated into the station

Cleanliness of the area

bus stops that are comfortable and friendly, considers the comfort and safety of people waiting, but also need to be aesthetic and part of the public realm design

The BRT service should not interfere with local business access, signage or visual appeal. The strength of this realm is customers ability to see and feel part of the Chinese commercial heart of Calgary. That should not be damaged.

### Question: Is there anything else that you would like to share with the project team about the public realm on Centre Street South?

### Comments

Please DO NOT REMOVE any of the current trees along Centre Street, there is not much greenery in this area and it would be a shame for it to become devoid of any greenery. Consider getting a FENG SHUI expert to examine Chinatown in terms of 'flow'.

there is a lot of space dedicated to vehicles. much more than for people (walking, biking). putting in pretty benches and sidewalks won't do much if it is a hostile place to be. I walk through the area daily, yet other than on Riverwalk I don't find it to be a place that calls to hang out

The most important thing for the public realm is to prioritize pedestrian and cyclist safety! Crossings should be safe and frequently located. This area has so much promise to highlight the cultural diversity of our city! Family-friendly public spaces should be paramount.



## Green Line LRT

### What we heard: Planning in Crescent Heights

March 2021

#### Comments

The team responsible of "Center Street Modernization project" shall encourage developers and builders to build new buildings and businesses all along center street all the way to McKnight Boulevard, As a single woman who commutes through this area around 6am on weekdays, safety is my primary concern.

Wider sidewalks and connections to the main pathway network are really needed.

Please provide physically separated lanes for pedestrians - keep cyclists, scooters, roller bladers on a separate lane with a hard barrier. Pedestrians and their safety are not catered for well in Calgary.

Looking forward to how you incorporate enough space to cycle safely and lots of room for bicycle parking. Please remember the future will have a variety of bikes and renders should show seniors on tricycles, parents on cargo bikes and very wide strollers all with enough space.

Chinatown may be more like Stephen's Ave., or perhaps the traffic could be diverted around the area to encourage people to use city transportation to arrive and enjoy the historical and unique amenities.

The team has great opportunity to change the city for future generations. Look towards other cities to see what they're doing well and emulate where possible. Don't hold back

Public space is more important than parking, especially within the immediate vicinity of BRT stops

More garbage bins/ recycling and seating needed in the area as a whole

Sidewalk and pedestrian space needs to be wider, protected from the road and traffic and more friendly and comfortable. Celebrate the culture of Chinatown through placemaking and allow people more room to gather and enjoy walking from business to business. Make Chinatown and Centre Street South a destination for people.

A BRT should not materially change anything about the current Centre Street. Instead, spending should be reviewed on this project as Calgary should be focused on reducing spending to prevent tax offloads out of the core.



### Appendix B: Crescent Heights Mobility Study verbatim comments

Verbatim comments include all written input that was received through all engagement activities.

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (personal information removed).

**Question: Please tell us what you see as opportunities and challenges with the parking interface area zone recommendation.**

#### Comments

I think it's a great idea. Consider adding angle parking on 1st Street W as well.

Businesses should take more responsibility in providing parking. Also, we have noticed since Spirit Leaf opened, there is an extraordinary amount of weed packing being thrown onto the ground when people get into their vehicles parked along 9th avenue. Not sure what the solution is but allowing more parking will only make this problem worse for the people that call this community home (if they choose to stay).

Agree that non-resident parking can be accommodated on side streets east and west, however please consider limiting it to the half the block clocks to Centre St. As a resident on 10th Ave NE between Centre and 1st St NE the parking is regularly used by residents on the north side of the block.

I like this idea and it balances the needs of businesses and residents

I am concerned about parking outside of the interface parking zone. Will there be changes to the parking restrictions >1 block from Centre street? People will park in residential areas 2 blocks away if they do not have to pay, and currently there are no time restrictions on evenings and weekends

This was already brought up in the forum, but I also agree that parking enforcement may be an issue in the community. I also have concerns about parking access in front of my home. I live just outside the interface area on 9th Ave (NE) and worry that people looking to avoid paying for parking will preferentially park just outside this interface area on my block. (My street has restricted parking only during core work hours, not evenings or weekends.) Not everyone has a garage in this community.

As a resident, will I still be able to have long term visitor parking permits? And will I still be subject to the proposed parking fees introduced by the City of Calgary to park in permit zones, even though that is where my home is? I sure hope it does - I don't like the idea of reduced availability and increased fees.

There are plenty of under used parking lots behind businesses so these should be used rather than on street parking.

This is a significant challenge. This is an older community with many lots that do not have any on site parking. In addition, there are proposed land use changes that are intensifying use. This will place too much pressure for parking on the streets in this area. How is this plan being integrated with the future land use? There should be no need for additional business parking since there is plenty of transit to the area.

I like that you will offer short term parking





## Green Line LRT

### What we heard: Planning in Crescent Heights

March 2021

#### Comments

Opportunity to add trees, landscaping and art to these areas and make them multi-functional. For example, could be designed to allow a festival space or outdoor market. Locate these spaces to maximize sun exposure.

Parking is already a challenge in all the areas that you are proposing having street parking. Residents already have limited parking.

Parking will become a nightmare for both residences and local businesses. Nothing apart from building a central parkade will solve this issue. Permit parking for residences should take priority.

It's a good idea, especially on 1 street N.E since that road does not have houses facing onto it, making it a prime place to park lots of vehicles without disturbing residents. Make it 3 Hour parking so people have time to visit a restaurant on the main street or take a quick train ride to a business downtown.

I question why Centre A St N from Crescent Rd to 7 Ave NW and 6 Ave NW from Centre A St NW to 1 St NW aren't included within the parking interface area zone recommendation. They are used today by visitors to the neighbourhood to walk to local shops and restaurants. Leaving them as 'free' parking will result in additional neighbourhood parking challenges.

Some of the area proposed is already metered - usually up to the alley. Not much on street parking available in evenings and weekends when residents are home. What happens at Santorini's? It doesn't appear to be access. This is one of our favourite restaurants and we don't want it to disappear. As Centre Street - long neglected - becomes a destination, you will need more parking. Consider closing some streets at the alley to allow angle parking as a future option.

Stop the project now!

Seems to make sense, should make parking area nice.

I think this is a good idea. When I think about the times I have tried to find parking on 4th Street SW, I often have to park on one of the side avenues, and it is fine. This would be a similar situation. You will have to make sure that adequate parking is available. Otherwise people will have to circle the block to find a spot and circling around will be difficult with the restrictions on crossing Center Street and other traffic calming gates.

Parking for LRT users? People driving from the north communities to downtown are going to have their commute blocked on Centre street with this new LRT. Where will they go? It will be impossible to put all those cars (pre COVID) onto Edmonton Trail or 10st, Won't they need a park and ride at the 16th Ave station?

Challenges would be getting buy in from people who have homes on the side streets. They won't want the area on their street to be parking. It will reduce parking, no question and will make it more difficult to find parking I think.

I do not agree with increasing business parking in our residential area. Many homes here don't have back alley's or garages so have no option but to park on the street.

I don't believe that your proposed plan works for a resident living in Crescent Heights such as myself I live on 15th and opening up the gate or moving the gate on 13th does not help the residence. It also doesn't help our property value it can go either way.

An alternative plan must be put into place.

Adding images of bikes on the road is pointless, they're already expected to be in normal lanes.



## Green Line LRT

### What we heard: Planning in Crescent Heights

March 2021

#### Comments

The businesses will go out of business with limited parking. People who use street parking for their residence will be furious with additional street parking.

I am deeply concerned about the proposed measures along 1 Street NW between 12 Avenue and 13 Avenue. There is a church here that is home to a playschool that has a large outdoor classroom that runs parallel to 1 Street. This playschool services many families and the increased traffic along this street poses huge safety concerns. Additionally, the church is very active (when open) with many seniors groups and other classes. The church also hosts funerals, where parking was a challenge.

Businesses along Centre Street do NOT currently rely on massive amounts of parking along Centre St, so opening up 12 blocks of residential streets (6 blocks on each side) to pay parking unfairly impacts local residents. Businesses will have an LRT dropping patrons at their front door. If they need parking, they should create their own. Absolutely, let's encourage non-residents to come to our neighborhood by LRT. But let's limit parking and thus encourage them to leave their vehicles at home!

I am concerned about non-residents of Crescent Heights pushing the limits of short-term parking restrictions and increased traffic volume on our side streets adjacent to Centre Street. I am also concerned about potential noise levels after-hours (ie. restaurant and bar patrons). I am also not in favour of paying for a residential parking permit.

Suggest exploring interface parking on 14th & 15th ave NW as well.

This proposal makes sense to get cars off Centre

Shifting the parking demands into the neighborhood will be fine in some blocks, however the available number of on street parking spots may not accommodate some business access demands. It may also create access issues for individuals with mobility challenges.

I think this is better - while residents in they area may suffer some inconveniences, this is necessary to create a more foot-traffic friendly business area. If it is just between 30 up to 2hr parking it really shouldn't be too bad especially if parking enforcement is strong.

how it impacts safety on streets - kids at home playing in neighbourhood now are impacted by increased visitors/cars

I live along 9 avenue and household has 2 vehicles and no off street parking on a designated heritage busy street , we are also seniors who require parking by our home for shopping and family suppers which include seniors with mobility issues ie wheelchair and a walker. 9 this a very busy crowded street with school drop offs and pickups and double buses leaving our area twice a day.

Liked this as planned

The parking is going to be a nightmare, as it already is a nightmare. I live on 9 Ave NE and can't get into my community at the best of times. With the carpool lane on Centre Street and the no left turn lanes on Edmonton Trail I have to drive around my neighborhood to get home. There should not be a station so close to downtown. The station should be bus fed at 16 avenue only. Though it seems that it is still a north train to nowhere. Start the train north and feed busses into downtown at 16th

I'm confused about the proposed moving of the 13 ave gate. There seems to be high potential for traffic being inadvertently moved into the neighborhood and unable to easily leave if they continue north on 1st st. Currently this tends to produce frustrated drivers speeding faster as their expected routes are blocked... Extra signage directing cars back to centre st and 16ave may be needed.

I, Robin Strathdee, object to the city moving the gate to the West side of 1St NW as that would significantly impact the quality of our community, creating safety issues as more cars will then naturally



## Green Line LRT

### What we heard: Planning in Crescent Heights

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#### Comments

drive through our neighbourhood, having access vis 1St and 15 Ave NW. I have lived here since 1999 and in 2004 our cmty wrkd very hard to get the gate put up bcs of cut through traffic issues. Cars would speed thru our nbhd for alternate routes. The city must maintain the integrity of our nbhd!

I vehemently object to the city moving the gate to the West side of 1St NW as that would significantly impact the quality of our community, creating safety issues as more cars will then naturally drive through our neighbourhood, having access vis 1St and 15 Ave NW. In 2004 our community worked very hard to get that gate put up because of cut through traffic issues as cars would speed through our neighbourhood for alternate routes. The gate should maintain the integrity of our neighbourhood!!!!

The Crescent Heights neighborhood has made it clear that the Gate on 13th ave NW blocking traffic will need to remain and not be moved. The Church has a daycare, young girls ballet, kids martial arts and several programs children walk to in that block. The gate has established a safe walking area for our children. David and the transportation engineers need to find a different solution like using lane ways to allow for traffic flow.

As long as residential parking permits are maintained, this could work. There are already paid parking areas along 15 Avenue N

Many homes don't have off street parking and there need to be 24hour reserved spots for them. New developments should have all parking contained on site and underground. With the new stations visitors should be taking transit.

We own a residence on the East side of 1 St NW between 12 Ave & 13 Ave.

We experience challenges to find parking space in the vicinity of our home despite being a restricted parking area.

The church directly West rents to a Play school , Ballet School, AA groups along with church activities. As a consequence there are short term & long term parking & drop off scenarios.

Providing parking space for local business would increase congestion & add to safety concerns ( vehicles ,adults, children)

The interface parking zone places pressure on residential parking and should be reconsidered. Isn't the purpose of the project to reduce vehicular traffic by encouraging public transit use?

So long as the traffic within the community side roads remains as is - I'm all for allowing for customer parking directly related to center street

I do not agree with this. This is a residential area. As soon as you allow business patrons this area for parking it will seriously impact the traffic flow. Children and elderly residents and the community will be put at risk with increased traffic flow.

There are already issues finding parking in the neighborhood for family and friends. Competing for parking with business doesn't sound like a good plan.

challenge: maintaining on-street parking for residents both houses and apartments - the immediate blocks do not have back lanes and many of small 25' frontages no garages, so residents rely on on-street parking

The parking interface areas under consideration from 7th Avenue to 13th Avenue are different on your virtual open house which shows this <https://s3.ca-central-1.amazonaws.com/hdp.ca.prod.app.cgy-engage.files/7816/1359/4338/centre-street-public-realm-boundary.jpg> and your presentation deck here [https://s3.ca-central-1.amazonaws.com/hdp.ca.prod.app.cgy-engage.files/5516/1360/3655/CH\\_Mobility\\_Slides.pdf](https://s3.ca-central-1.amazonaws.com/hdp.ca.prod.app.cgy-engage.files/5516/1360/3655/CH_Mobility_Slides.pdf) I don't think you're collecting relevant feedback by providing misleading information



# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Comments

Until we have a stronger economy the green line should be put on hold. It will just cost citizens more in taxes and is not required.

I would like to see a few parking spot dedicated for "EV" Electrical Vehicle on each street to reflect the future demands.

Opportunity - great way to provide parking without using surface parking lots, can eliminate driveways and parking lots along Centre Street to have more active edge development along the street.

Challenge - as density in the neighbourhood increases, there will be less street parking available for both residents on permit parking and visitors using short term parking competing for the same spots. Some people might not want to walk so far to businesses, especially in the winter.

I suggest these zones be residential parking during the days and short term parking in the evenings/weekends. You identify increased demand at 6 pm - that is after residential parking currently expires each day on the S side of 9 Ave NW. Parking near our home is important for groceries and personal mobility concerns. We don't personally have off street parking, having chosen years ago to grow vegetables on our property rather than park a car. This contributes positively to the urban realm of CH.

For parking area zone, one block may not be enough for business clients with residential parking. It will be a challenge for local businesses parking for their guest and clients.

This is a horrible devaluing impact to the community. We do not need Johns parking accessing the human trafficking happening along corridor. How will home owners be compensated by turning a residential district into a parking lot? Our roads are already not safe for our children. You need to restrict traffic access to our community.

The proposed approach is insufficient. A significant portion of the community is free 2hr parking. Many customers visiting businesses will opt for the free parking located close by placing an added burden on the community. The City should look at the impact to the entire community not just blocks near by businesses. 2hr free parking should be removed from the community and replaced with permit parking for areas where pay parking won't be implemented.

### Question: Tell us your ideas for pedestrian improvements

### Comments

Ladder crosswalks  
Quick signal change  
no beg buttons

The plan for all the narrow sidewalk sections along Centre is going to make this an artery pedestrians will try to avoid at all costs.

Similar to cycling ensure good transition with minimal grade from bridge deck up to McHugh bluff for pedestrians.

more crossings of Centre street as proposed would be great!

Pedestrian safety has been well-addressed with multiple designated crossings across Centre Street. Thank you! Crossing Centre street has always been a nightmare.

Crossing Centre street and Edmonton Trail is dangerous - how will the city address pedestrian crossings at Edmonton Trail, given traffic will increase on that route due to losing 2 lanes from Centre Street?



# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Comments

1 ST west is currently a very good and highly used pedestrian environment - do not move the traffic gate on 13 Ave as many children use this avenue to go to and from school and to activities at the church.

It is essential to keep traffic gates where they are and the one on 13th Ave should not move. There are often community celebrations at the corner of 13th Ave and 1st ST for Neighbour Day, weddings, etc. at the Church. There are also a number of children that walk in this area to activities at the church and it poses a significant safety risk to introduce business use to these community streets.

Need some shade and shelter on centre street along the section from the Centre Street Bridge to 8th Ave. This area is sweltering to walk up hill in summer and no shade. It is also tricky for the city crews to clear the snow in this area and as a result it is very treacherous to walk most of the winter.

In the winter - snow removal so that pedestrians don't have to climb over (or into) piles of snow to get into or off the bus (or crossing the street).

Have an all pedestrians cycle on the crossing lights. Similar to Barclay Mall by Eau Claire. Pedestrians could cross in any direction.

Also warning signs that pedestrians are at fault if they cross when not signaled to do so.

Pedestrians deserve a wide realm, but wheelers are getting shortchanged in this plan. I can see Centre street being popular with cyclists and scooters. Slightly narrow the pedestrian realm to add off-street one-way bikeways on each side of the road. (like what they added on Bowness Road). It will be worth it, the pedestrians will have scooters riding all over Centre street's sidewalk if they don't designate a specific lane for them.

Crossing Centre St today at lit crosswalks is challenging and not without risk. Many cars just don't stop. Please make pedestrian crossings as safe as possible.

A lot of students will be crossing to the 9 Ave Station to access the high school. It looks like you have made 1 Street NW as the alternate vehicle route instead of Centre Street. This street is already used for short cutting during peak times and because the street is wide, this becomes a speed way. You will need more than speed bumps to slow them down. This is also your bike route - lots of conflict here. You also have school buses parking on 1 Street NW twice a day.

Large sidewalks are preferred, more trees. Center street parking is an ideal place to view the Calgary tower, consider adding a landmark that people will stand next to and take pictures with so it becomes an iconic location.

More signalized cross walks. Center Street is very wide right now and crossing it is not a comfortable experience. There are a lack of pedestrians right now which makes me wary that drivers are not used to seeing pedestrians and will forget to watch out for us. There are also students from Crescent Heights High School around the area and I worry about the safety of these young people as they walk around the area.

nothing to add

As a home owner, who purchased in Crescent Heights, I am concerned with the plan to amend any of the gated areas currently in place, such as the proposal to move the gate at 13 Ave NW, by "a block or two to the west". Enough access is already in place for business in that area. At most, it should not increase beyond one block. Furthermore, there is no mention of changes to other gates - City needs to clarify. Concerned with NB vehicle left turning options as it narrows sidewalks.

Ensure that there big side walks with narrow intersections to allow for safe mobility. Large intersections with narrow sidewalks feel more dangerous to walk and cross

Add an additional stop sign that says bicycles must stop, because they don't and have hit pedestrians.



# Green Line LRT

## What we heard: Planning in Crescent Heights

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### Comments

Increase the sidewalk space. It's ridiculous to blow up the street experience for pedestrians to have a system that will be obsolete in years due to driverless cars. This will put businesses out of business and pedestrians will not want to walk on centre bc it will have no appeal

4 way signals (like those in Eau Claire) during the peak high school arrival / leaving times. With the large number of students crossing this street daily, having the 4 way signal makes the most sense during this time to ensure that traffic remains completely stopped and they're not looking to deek in and out and make quick right or left hand turns into pedestrians.

Safe crosswalks across Centre St, please, at every avenue so that Centre St does not persist as the horrible NE/NW barrier that it currently is.

Enforce strict parking policies in terms of parking close to back alley driveways, particularly with large pickup trucks as they make visibility impossible.

I believe that pedestrians and cyclists should be given priority in terms of access and safety on our roads and in our neighbourhood. I believe that enforced speed limits and traffic calming measures would greatly contribute to a safe environment for pedestrians, cyclists and the overall vibrancy of the neighbourhood.

Avoid cluttered signage (as the case on 32 ave NE) which is an eyesore. Prohibit developments higher than 6 stories (build to scale).

I live in the area and am thrilled at the potential for Centre street to become a hub. I frequently walk around the neighbourhood with my infant and find crossing Centre street (and Edmonton Trail) terrifying. The lack of traffic signals is a major hindrance to making Centre street an attractive shopping and leisure destination. Cars simply cannot be relied upon to stop at pedestrian crosswalks in time: even with the signal, cars often blaze through crosswalks. Widening sidewalks is also crucial

Looks good.

reduce incoming traffic into community

With all the increased pedestrians because of the train station and kids walking down 9ave to and from school as well as to the businesses for lunches and coffees it would become a safety issue to have paid parking in the daytime hours. May be doable in the evenings to have some paid parking. As well as on the weekends when residents have family gatherings they should not have to pay to park to visit us. The community also has a large # of pedestrians on weekends with the bluff and church.

Pedestrians and drivers should take priority.

It would be great to see larger sidewalks and more Tree Canopy with designated areas for park|green space within the development. Snow removal, not movement or catchment areas needs to be included to allow for more areas to walk.

Increased and marked pedestrian crossings will be an improvement. It is not clear whether the sidewalks will be wider, smaller or the same as existing. They should be as wide as possible.

Need to keep community gate on 13th AVE where it is. There is very high use of the intersection of 1ST and 13th Ave NW by pedestrians and many children at the church. There are numerous kids activities there (preschool, taekwondo, ballet, etc.) also wedding and other events that require a quiet street.

It is difficult to cross 4 to 6 lanes of traffic on foot. Drivers don't see you and so I think the speed limit on Center street should be 40km/h to make this safer. There should be no vehicle turn signals on red so pedestrians are safer.

Removing or moving the gate at 13 ave NW & Centre B Street would increase vehicle traffic making a less safe pedestrian area.



## Green Line LRT

### What we heard: Planning in Crescent Heights

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#### Comments

At present, vehicles regularly make "U" turns in the 1 St. & 13 Ave NW intersection to make a quicker exit or picking up children from the church. These U turns are unpredictable & unsafe to other drivers, cyclists & pedestrians.

Since the plan is to reduce vehicle traffic on Centre Street, the Centre Street Bridge should also be included in the enhancement of the Public Realm and improved transportation alternatives.

1. the barriers separating the sidewalk and road should be removed. The sidewalk/roadway should be more like 3rd Street downtown, with minimal curb. The current barriers create a cold, impersonal pedestrian experience; and, because they're there, it encourages cars to speed

Ok as is

Wider sidewalks phased in would be a welcome relief.

Pedestrian safety is important. Moving the Centre A st gate a few blocks west is not good. That would be a large negative impact on the community. A child care operation is on the 1300 1 St block. This already creates a large amount of traffic with parents dropping and pickup of children 4 times a day. Increased traffic in DECREASE pedestrian safety.

surprised we are adding more roads and eroding homes for traffic circulation to attract vehicles in a plan that is building a train - focus on getting people on the train!

Why is the crosswalk across Centre St. on the south side of 9th Avenue on an angle? There is a lot of pedestrian traffic crossing Centre at all avenues, and it doesn't make sense to direct those people toward the middle of the block. It may look interesting on paper, but having a crosswalk go straight across to the opposite corner is much more practical since people are going to follow that path anyway.

Pedestrians and children need to have the highest priority around 1 ST West and 13 Avenue - not a good idea to move community gate as there are a lot of kids at this intersection with pre-school many activities that take place at the Church.

Lots of cool artist lighting so that people can feel safe and want to stay out longer to support locals businesses.

Make pedestrian crossing safer and easier, senior take a long time to cross the street, crosswalks should be shorter with enough time at signals for them to cross. Make crosswalks easier to see with brighter and more colourful markings or different pavement material. Make curb ramps more gradual and wider so strollers and wheelchairs have easier time to navigate. Raised intersections would be great!

As a (i) bike route, (ii) primary pedestrian corridor from Rosedale to Centre, and (iii) principal school pedestrian route, everything to foster a quiet residential realm along 9 Ave NW is important. This would include (i) no school busses, (ii) limits on daytime parking, and (iii) traffic reducing measures - perhaps including a cul-de-sac at Centre Street.

Pedestrians and crossings should still have signalized crossings to avoid accidents.

Put in pedestrian overpasses. The current situation is horrific. You are making it worse by putting in a train that the community does not want. Put it on Edmonton trail. This is destroying our community. What will you do about sound minimization? Crime deterrent? Security?

I am broadly supportive of efforts that improve streetscape and make the community more friendly for pedestrians. I would, however, suggest that the City look beyond just Centre Street. If mobility for the community is being explored, it is not the only major thoroughfare. The City should examine Edmonton Trail as well. It is arguably more dangerous for pedestrians and any changes to Centre Street will displace traffic there as well as through the community reducing any gains made on Centre St.



## Green Line LRT

What we heard: Planning in Crescent Heights

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**Question: Tell us your ideas for cycling improvements**

### Comments

multi-use crossings of Centre Street. Traffic volume reduction (traffic diversion) on 2 Street NW and 1 Street NE to create neighbourhood greenways that are safe for people to bike (target 30 km/h design speeds and

1st St NE bike route should be made official, informally I and the community use it, bypass the gate south of 16th Ave NE and then heading north on 1st St NE.

Bike lane merging from the rail bridge up onto the bluff to allow good flow for cyclists. The Centre St Bridge deck is already the easiest grade to climb above the river valley, the new bridge will be a great asset with a similarly or perhaps even more easy grade to allow all abilities to climb to above the bluff.

Blocking 8 Ave bike route with the station seems like a major change to bike and pedestrian crossings as well as a main road into Renfrew. Could the 9 ave station span 10ave to 8 ave to keep the 8 ave crossing intact?

The proposed cycling route seems pretty complicated. Why bifurcate the cycle pathway from 8th Ave, to both 9th and 7th Avenues when crossing Centre Street? There is already infrastructure in place on 8th Ave (traffic lights at Edmonton Trail and Centre Street). I'm wondering why the train platform has been placed between 9th and 7th Avenue, necessitating major changes to cycle and road infrastructure, when lights and traffic calming are already in place on 10th and 8th Avenues?

I don't care - focus on pedestrian safety first

Improve cycle crossings east west across centre street.

Shorten wait time to cross centre street at the bridge crossing.

Encouraging cyclists to use the road and not the sidewalk.

Have buttons along the curb to request a signal change. The automatic cameras used to 'detect' a cyclist rarely work. Memorial and Edmonton Trail are a good example of how these seldom work.

Wheelers are being short changed, FYI painting bikes on random roads and then declaring it a bike route is not going to do much for wheelers. Also Centre St will be the main attraction for scooters and cyclists, because of the buisness and the LRT yet there are no plans for wheel firendly infastructure on the Main street. Consider a off street, one way bike lane next to Centre st on each side (think Bowness Rd). Narrowing the pedestrian realms by a third of a meter to support this is worth it.

Today it is not possible (not safe) to ride your bike on 8 Ave and expect cars not to pass you. I understand that the same style of bike route will be on 7 Ave and 9 Ave. What can be done to help drivers understand that they are not to pass cyclists on this type of bike route?

If cyclists use the west side and potentially the new LRT bridge to access Crescent Heights, 1 Street NW will likely become the preferred route. As there will likely be extra vehicle traffic on this street, there is potential for conflict unless "zones" are established.

Stop thinking that we are Vancouver. I am a daily cyclist, and the infrastructure for bicycles is adequate. We should not try to model ourselves after a climate that has as an assumption no snow on the ground.

Didn't see much for bike lanes





# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Comments

Share the road cycle concepts are OK for side streets. In other areas, it's best to have dedicated cycle tracks as drivers are not very understanding of the challenges cyclists face in the winter.

Clearer signs for basic road rules for cyclists to encourage them to stop speeding and running stop signs or entering crosswalks when pedestrians are present.

Rather than adding in this LrT, keep cars and increase bike lane to a proper dedicated lane across centre street

Because of where the station is, you are just driving all bike and vehicle traffic to 7 and 9 Avenue - particularly 9 Avenue. While I understand the need to load level, would it not make more sense to push the cars to 7 Avenue and 12 Avenue and then leave 9 Avenue exclusively for cycles? With people in a rush, looking to cut through the community and between Centre St and Edmonton Trail, why not look to separate the cars and bikes? It would be a much safer experience for all.

Mandate secure bicycle parking within steps of all businesses, and assure that number of parking spaces is sufficient to encourage use. Ensure reasonable and thoughtful connectivity to existing path system, and assure that bike routes are maintained year-round.

Signage on Ed Trail near 7 Ave Ne interferes with visibility for local traffic entering Ed Trail. Businesses should not be allowed to place free sidewalk signage and advertising that interferes with safe driving.

I would like to see dedicated bike lanes and traffic calming measures put in place that won't put cyclists in danger while riding in our neighbourhood. We need to promote walking and cycling in our neighbour by implementing measures that will "make it easy" for people to ride their bikes while also installing a sense of confidence in the safety of our infrastructure.

Consider rolling stop / yield signs along the corridor (or at the very least, synchronising traffic signals) so that cyclists needn't stop at every intersection.

Cyclists should not have to share the pedestrian pathway on the bridge: There should be a devoted cycling lane from Chinatown through to Tuxedo Park on Centre street: the cycling lane should be separated with a barrier from car traffic. (Bike lanes that are not separated often turn into snowbanks in the winter!) This will bring much dynamism to our community and make sure that everyone is safe no matter what their mobility choices.

I am an avid user of the 8 ave bike route - switching it over one block is not a huge deal but it looks like this coincides with the LH turning for vehicles - will definitely cause an issue for bikes with increased vehicles vying for the same space on a lane share route. The current lane share option hardly works on 8 ave - (signage is way too high, hidden by tree branches) and the roads are super narrow. Cars STILL try to pass bikes. Increase bike friendliness over vehicles!

dedicated paths

We are in favour of this as a cycling route to carry on to 2nd street but with the buses and school traffic and then adding paid parking seems like an added risk to cyclists with vehicle doors opening on bikes.

These should be the lowest priority compared to pedestrians, drivers, and transit.

The map showing a speed bump and stop sign on 2 st nw doesn't show the current gate blocking 2nd st from 16th ave. This isn't being removed, is it? That would be a disaster allowing significant vehicular traffic onto a bike route through the community. Hope I'm misunderstanding.

Dedicated cycle lanes on Center Street and each of the 1 block in East|West of Center street as well. Bike racks and repair stations with bike air pumps would be great as well.

Good idea to connect the route



# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Comments

I'm a bit concerned about the assumption that painted markings on streets with vehicle traffic and parking constitute adequate safety for cycling.

Add a cycling lane to Centre street. This can be single file with the cars like in a residential district. Left hand turns need to be safe for cyclists.

Comments re safety concerns for pedestrians (as above) apply to cyclists as well.

2. the sidewalk should be widened. It is congested, especially sharing with alternate modes of transportation

3. this is an opportunity to create public realm "pockets". Certain areas along the bridge should be widened areas with seating where people can spend some time on the bridge

4. by including these public realm enticements, it will better connect Crescent Heights with Chinatown & Downtown areas by making the journey part of the experience between the two communities

Ok as is

I love having the cycle path down 2nd St NW. The plans look like 2nd St NW will have the gate removed and traffic will flow through. The road has double sided parking and is highly used by the cycle community. With higher traffic it will become more dangerous.

improve the laneway behing crescent heights highschool - going through the parking lot during school arrival and exit times can be a scare experience

1 ST West could be a good cycle street off Centre and is a good access to Churches and High School.

Provide lots of bike racks and space for bikes and scooters so they don't block pedestrian movement. Have bike-triggers for the signals so cyclists don't have to go onto sidewalks to trigger crossing signals. Have protected space for bikes from turning vehicles where the bike routes cross Centre Street (7 Avenue and 9 Avenue)

I support the bike routes on 9th and 7th Aves but suggest that cyclist safety would be mitigated by by daytime short term parking. This will increase the traffic and introduce added hazards with opening car doors. There is already high traffic volume on 9 Ave NW during school hours with drop offs and pick ups. The current practice of busses using 9 Ave after leaving the school would create additional hazard to cyclists. It is not a wide street, especially with snow build up in the Winter.

cycling improvements safety should always be prioritized.

Have cycling lanes seasonal, no use worrying about 10months a year in calgary. In the Bike lanes across from my office that block traffic they are only used in July and August.

The proposal doesn't make sense for bikes or cars. Leveraging existing infrastructure at 12 and 10 aves to facilitate left and right hand turns is wise. Splitting northbound turns to 7 ave and southbound turns to 9 ave is not. It needlessly increases impact to the community and fails to utilize infrastructure already in place on 8 ave. The City should look at locating the station between 8 and 10 ave to rather than 7 and 9 ave to maximize use of existing infrastructure and limit impact. Cont..

Was there more to the comment above?

**Questions: Tell us your ideas for improving vehicle mobility**



## Green Line LRT

### What we heard: Planning in Crescent Heights

March 2021

#### Comments

Very disappointing that 9th avenue NE is the last opportunity to turn left coming south. That is going to increase traffic on this avenue with no mention made on any calming measures.

For the Green Line: Currently the Crescent Heights station is planned for 9th Ave. The plan is to utilize 9th Avenue NE as a through street to get from Center Street to Edmonton Trail. I really and truly feel the city is making a mistake here, it should relocate the through street to 8th Ave. or 10th Ave. We have two well established through streets on 8th Avenue and 10th Avenue NE. These streets are well established, have existing traffic control mechanisms and traffic lights.

Crescent Heights is very inaccessible already with the limitations of turns off Centre Street I would like to see much of the traffic calming removed to ensure residents and businesses are still able to travel without significant rerouting. Traffic is going to decrease as people won't use centre street in the future so I think that will be natural calming and you can remove the other pieces.

Keep 8 ave the major road for vehicles due to speedbumps and other traffic calming measures already in place there. Allow southbound left turns onto 8 ave with the station shifted 1 block north

Same as above, why is the train platform is situated between 9th and 7th Avenues, requiring vehicular community access to be split on 9th and 7th. This change will increase traffic volume on 2 streets that aren't equipped for increased traffic flow. The current platform position necessitates major changes to cycle and road infrastructure, but lights and traffic calming are already in place on 10th and 8th Avenues. Also, 8th Avenue is already a major access road to Renfrew and Mayland Heights.

Don't run a train up Centre street to stop at 16 Ave - it's a useless investment that benefits barely anyone - why wouldn't increased bussing be an option?

If the traffic gate is moved west on 13th Ave, it would also be necessary to put a gate to the north on 1 ST to stop business traffic from going through residential neighbourhoods. Should also install speed humps by church if this is opened up as there is a preschool and many childrens programs (ballet, taekwondo, etc.) that operate out of the church with many children on this street during multiple points during the day.

Is it possible to share the LRT lane with cars? They do this in a number of international cities where low floor technology is used. Also need snow removal (not plowing) during winter months so as to keep snow from being pushed onto sidewalks.

Would like to see what's planned for Edmonton trail and if you are pushing traffic there what traffic calming measures in place.

Also curious how you are handling access and loading

It is absolutely unacceptable to move the current traffic calming gates. If business want to have more access they should make an agreement to cross through back crossing lanes. The proposed move on 13th Ave is right at some key historical landmarks for the area and is part of the original 'heart' of Crescent Hts. Village. This historic area must be protected. Fine to encourage the use of this area for walking (maybe even a walking tour) or bike alternatives but no increase in vehicles.

Put the LRT underground as per the original design. This will help traffic, local business and residents.

Make U turns legal on centre street at left turn signal lights (think about 17 ave N.E. BRT.) Will make accessing buisness and side roads on the oposites side of centre street easier.

Reduce the number of planned left hand turns from Centre St onto residential streets. While it will be a minor inconvenience for Crescent Heights residents, it will help with traffic calming within the community. Allow left turns onto streets with commercial buildings to support local businesses.



## Green Line LRT

What we heard: Planning in Crescent Heights

March 2021

### Comments

Snow will need to be fully cleared if there is only one lane. No mention of buses. Is the BRT using the same lane as the train? What about the 2, 3 and 17? Will they continue? Where will the stops be? Are they travelling in the same lane as the train and using the same station? There are no stop bays shown if they still stop curbside. Are you setting up the BRT to test this design before it is built? Highly recommend that you do!

Time the lights! This city is putting up too many new inner city lights, and then they aren't timed properly. Stop new lights. This increases the amount of carbon through idling, and enrages drivers.

This plan is based on a flawed premise that it is acceptable to reduce traffic from 4 to 2 lanes. Centre St. is a major artery to downtown, and to remove 2 lanes (50%) of traffic would terribly hurt traffic movement. This would hurt not just Centre St. but also 16th Ave., 20th Ave., Edmonton Tr., and 10th St. NW arteries via increased congestion. This hurting of traffic movement does not make for a better city, rather it inhibits business efficiency and increases citizen frustration.

Make use of empty lots near Center street for additional parking, that way people will park here and walk around, reducing the congestion and making the area more lively with pedestrians.

I am very worried about Center Street being one lane in both directions. Are there plans to divert some of the traffic to Edmonton Trail or 10th street? Where will all the existing traffic go? The train is going to end at 16th Ave so I don't think it's going to reduce traffic on Center street very much at all.

Also, having traffic lights at intersections where there is a train makes me cringe. These intersections always seem huge, inefficient, and unfriendly to pedestrians. (e.g. 36 St NE)

I think it will be a challenge no matter what you do. The four way cross walks might help so drivers don't havento wait for turn signals.

I own in Crescent Heights on 1A Street & am concerned with the plan to move the gates currently in place, especially the gate at 13 Ave NW. Easy access to the Shoppers Drug Mart parking lot is currently via 12th Ave with a right turn into the back alley which goes straight to its parking lot. Also since nightly there are currently 3 lanes NB reducing to 1 lane will mean less traffic on Center St, not more. Increasing access into our neighborhood will just encourage cut through to 4th St.

Maybe you can use Edmonton Trail as an alternative route for the green line and then connect again on 16 and onto Centre st.

Concerned about moving the traffic calming gates west on 13 Avenue as it will increase traffic, noise, dust and affect safety in my neighbourhood. Suggest customers use the alley behind ScotiaBank to access businesses north of 13th avenue.

We of the Wild Rose United Church and Wild Rose Playschool are concerned about safety of playschool students with the proposed move of the traffic calming measures on 13 Ave NW.

Vehicle must be limited to the main streets for commuting. The current gate to impede vehicles from cutting across 4th street nw and centre street and 16 ave and 12 ave must be maintained. This is a quiet residential neighbour and vehicles cannot be allowed to use it to cut through neighborhood

More traffic circles. They work.

Research what is happening I get with driverless cars and stop the green line and invest in moving people in ways that align with the future and develop a vibrant pedestrian friendly street with wide sidewalks, bike lanes and parking.

Consider moving the train from 7 and 9 Avenue to 8 and 10 Avenues. This would eliminate the need for complex rerouting and would allow to use current infrastructure. It would also avoid a significant burden on the community and be a simpler option overall.



## Green Line LRT

What we heard: Planning in Crescent Heights

March 2021

### Comments

PLEASE DON'T MAKE 9 AVE N.E. A NEW THOROUGHFARE FOR EAST-WEST TRAFFIC by allowing left-turning vehicles from southbound Centre St. This is a beautiful, quiet little street. Directing southbound Centre St traffic eastbound along this avenue will encourage drivers to use it as a raceway even more than they currently do. 8 Ave NE is already a thoroughfare with a signal-controlled intersection at Edmonton Tr. Why not keep this as the thoroughfare and leave 9 Ave alone?!?

I do not believe that it is necessary to move the traffic calming gates located at 13th avenue and centre B street to the West (I think they should remain where they are). Centre street northbound traffic currently has access to businesses on the west side of centre street via a left turn on 12th avenue and a right turn into the laneway/alley just west of the Scotiabank. Other possibilities include: a left turn signal at 13th or 14th ave; and/or allowing u-turns at 16th ave.

As a resident of west crescent heights in the vicinity of 1st NW and 13th Ave NW I feel very strongly that the gate on 13th Ave (near the shoppers drug mart) should NOT be moved west. This is negatively inhibit local's traffic movement. The gates are fine where they are now and those vehicles who need to access stores on 13th Ave can access them through the north south alley by the bank of Nova Scotia, as they already currently do. Very few north bound cars turn west at 13th Ave today.

Unfortunately, all of the feedback I provided above was deleted, and lost, with a spontaneous "reboot" of this interface and I am not going to reconstruct it. My brief feedback: institute and enforce more traffic calming for bikes and cars, remove the "traffic circles," and replace 4-way stop signs. Most drivers do not understand what yield means and I've seen numerous near-accidents.

I would support reduced speed limits for cars! I am also very concerned about a shift in traffic volume to Edmonton Trail once the Green Line is completed. While I am in full support of the Green Line I would also like to see a concrete and sensible plan in place that will address the dangerous traffic speeds and driver behaviour consistently exhibited on Edmonton Trail. I believe that this will only increase and needs to be seriously addressed.

What is the plan for the displaced traffic on Centre St? Is anything going to be done to discourage that traffic from using 4th St, 12th Ave NW?

The roadblock on 13 ave NW - image shows it will be relocated "one or two blocks west". I support moving it by one block (jus behind 1 st) as that allows sufficient traffic flow from the left turn on 12 ave. There is no justification for moving it two blocks west.

Centre street should not be seen as a highway for cars to get out of downtown quickly. There should be traffic calming measures to discourage cars from speeding down Centre street. Many more traffic lights should be put in place: it's not safe to cross the street as a pedestrian. To make Centre street a family friendly destination in our city, no better decision could be made than to slow car traffic, put in safe crossings (not crosswalks), and widen sidewalks.

The movement of the gate at 13 Ave and Centre St B to allow access to the businesses for northbound vehicles from 12 Ave NW makes sense. I would recommend a 4-way stop at the intersection of 12 Ave NW and 1 St NW. There are daily higher traffic volume times at that intersection that may create issues for vehicles turning left onto 12 Ave from 1 St. The volume of traffic moving through there in the morning and afternoon from Crescent Heights High School needs to be considered.

Don't make designated bike paths on the same streets as streets that are designated for left hand turns for vehicles. there is so much congestion in these areas for both bikers and drivers and the "Share the road" signs do not work. Give bikes higher priority in these areas, not enough room for cars in this area anyway.



## Green Line LRT

### What we heard: Planning in Crescent Heights

March 2021

#### Comments

Businesses along centre street were to have their own parking as part of their business plan. Perhaps they could get together and build a lot for the businesses along centre street for paid parking as behind the business on the east side of centre and 12 avenue. Parking should not be at the expense of the residents who have been in this community for over one hundred years.

No bike lanes.

Don't turn Centre street into an above ground Greenline track. Have the station begin at 16th Ave and head north underground. This will eliminate traffic congestion on Centre street. Or go back to the original thought of having the Greenline beside Deerfoot trail, where there is access to parking lots and feeder bus lots that are not in residential areas.

Removing the gates at 13th ave/Centre B street is almost as bad of an idea as having the LRT be above ground. You talk about decreasing vehicle traffic on Centre street, but this will increase traffic in the residential area 1st street and West. Those gates keep our community safe! This is where we live and the city is choosing to make it unsafe for the residents. Removing those gates will make our neighbourhood the new shortcut from Cen to 4th st. Please do not do this! Keep my family safe!

Consider restricting traffic on nb 1st st NW to local traffic only to prevent accidental redirecting of cars seeking parking into the neighborhood?

Two parts to my feedback - All parking needs to be underground removing vehicles from streets and allowing for a mix of Green Space, Cafes and areas to enjoy the new stores and area. Entrances to these underground parking lots needs to be from 16th Ave and Center Street. There needs to be limited road surface for cars and delivery trucks. 30km/hr speed limits put in place with calming measures in place. The neighbourhood is a walkable community. A great opportunity to make it better.

It is a very bad idea to move the 13th Avenue Gate. The stated "moved a block or two to the west" clearly has no connection to the impact this will have on the residential area north of 12th Avenue and south of 15th. A clear plan to stop semis driving on 1st Street NW needs to be in place. The gate has had a huge calming impact and access to the business area will still be available off 16th Avenue.

Put the 16th Ave Station underground. This maintains community access to Centre and will ensure better traffic flow down 16th Ave in the future. These are two busy streets and should be grade separated.

I had heard a rumor the traffic calming gates preventing traffic from moving north onto 16th ave would be removed. I don't see this in the plans anywhere, was this not correct? I'd certainly be against that.

Make the neighborhood local traffic only. Encourage visitors to take transit.

I understand the need for business parking availability when Centre St. parking is eliminated, however recommend absolutely not moving the traffic calming gate on 13 Ave NW further than ONE block west. A move of two blocks west would severely impact the beginning of single house residents and the United Church with its outdoor playschool.

1 St NW is at parking & vehicle movement "saturation". Traffic is related to activities at WR Church, "cut through" & residential traffic. The intersection at 12 Ave & 1 St NW is a high volume & congested intersection especially with cars & CTS buses going to & from CHHS. Accidents occur & pedestrians need to be cautious. Adding Centre St business traffic would increase safety concerns

Our residences are our homes! We request consideration of this in keeping our community safe & healthy.

Prioritize vehicle mobility for residents. Encourage use of public transit for non-residents.



## Green Line LRT

### What we heard: Planning in Crescent Heights

March 2021

#### Comments

1 St NW business access - Not clear what the relocation Gate design will be. If you are only blocking 13 Ave E at 1 St then business traffic will not always flow/turn to 13 Ave East direction, instead may get confused and continue North along 1St NW (passing 13 Ave) and get directed to residential areas. You would need to block both 13 Ave E at 1 St and 1 St N at 13 Ave, similar to what we have at 15 Ave NW by 1 St (2 block north of the proposed gate relocation).

Please don't open the 2nd St gate. There are already people speeding to the lights at night, as they don't see the gates from 12th Ave. The street is a well used bike corridor. The movement of the gates from Center St. will only increase traffic flow in front of the Church, which is a well established playschool. Alley way improvements and flow past the Stronghold climbing center will keep all the businesses serviced.

Please do not move the Centre B/13th Ave. traffic gate further west. Vehicles have access to all the businesses in the area as it is, without needing to cut through our residential streets.

Moving the gate on 13th avenue defeats the purpose of reducing traffic to this area. Right now there is adequate flow of traffic for the community, church and playschool. Moving the gate divides the community and increases traffic dangers to the playschool and neighbourhood children. Everyone uses the alley from 12th to access shoppers drug mart and local businesses anyway.

Under no circumstances should any community traffic gates be removed. Uplifting the crescent heights Center street area is wonderful, so long as we in the community are not overrun by heavy traffic through our quiet streets or lose parking availability because of visiting shoppers.

Concerned about moving avenue gate west will compromise safety of bicycling and walking. Vehicle traffic should circulate close to commercial, not houses and apartments.

I have been a resident for over 25 years. Speeding traffic and cut through drivers were a VERY serious issue. Traffic calming measures were pursued which took a great many residents and the City a lot of thought, time and energy. Street closure on 13th Avenue NW is an integral part of that. Please do not remove or move this. Access to businesses needs to be from Centre Street.

Do not move the gates on 13th Ave and 14th Ave. Families with children live on 1st Street NW. These gates were put in to prevent short cutting and business traffic. There is ample access for business driving south on center street.

keep the 13th avenue gate closure at Centre B street - this was put there for a reason - when the street was open, quality of life was declining fast with high traffic volumes, speed - instead improve the laneway behind shoppers drugmart between 12-13 avenues to give direct access

I feel very strongly that you need to figure out how to allow for left turns at 7th Ave and Centre Street for southbound traffic. As currently designed, all residents between 9th Ave N and 2nd Ave N in east Cres Hgts will have to turn at 9th Avenue when heading southbound. That is far too much traffic to direct down 9th Avenue, and an additional left turn at 7th Avenue will split this traffic. One idea would be to move the station to 10th Ave and have left turn options at 10th Ave and 7th Ave.

Please put EV charging stations nears the 9 Avenue station North. To show that we are keeping up with clean energy. Just like European countries like Norway and others. They have charging stations everywhere.

Have LRT share lanes with cars like they do in Europe or put the train under ground.

EV stations please!!!

Consider traffic lights on the side of roadway like in Banff. These are more aesthetic and make more sense for the single travel lane. Have the traffic lights be part of the streetscape design feature rather than just utilitarian. Would add great character to the street.



## Green Line LRT

### What we heard: Planning in Crescent Heights

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#### Comments

With capacity on Centre reduced there will be increased traffic along 1 St NW and, then, out 9 & 7 Aves. This needs to be disincentivized. The school introduces large numbers of often inattentive pedestrians periodically through the day. Allowing ST parking and extra traffic on 9 Ave - along which students go to get food and the LRT station will be unsafe during school hours. This heightens the importance of reducing traffic on 1 ST and not increasing traffic on 9 Av with daytime ST parking

narrow roads for vehicles

Need to ensure that there are spaces for snow storage - when snow is plowed it narrows both the road and also the sidewalks - this is already a problem

Need to consider car accidents or breakdowns blocking traffic - need spaces to get by or to detour

Keep the road a road!!!!!!!!!!!!!! Put the Lrt underground somewhere people want it, not in crescent heights.

Traffic is already routed down 8th. There are lights at the Edmonton trail intersection and traffic calming infrastructure already installed on the avenue. Relocating would mean no existing infrastructure at 8th would need to be removed, just supplemented and avoid the cost of adding 2 new sets of lights along with the related traffic flow infrastructure. Plus, one end of the platform is on the same avenue as the high school facilitating better access for students. And less impact to CH.





Appendix C: Virtual event notes – Crescent Heights

The following are tables contain notes from several virtual open houses and meetings regarding the Crescent Heights Mobility Study.

Crescent Heights Open House: February 18th, 2021 – Centre Street North Master Plan Room

Questions

How do your streetscaping plans take into account the changing seasons and snow removal during the winter?

Will the sidewalks be narrower than they are now?

Can we see what the 9th Ave station will look like?

What will the streetscape look like when entering Crescent Heights?

What are the vertical pedestrian buffer elements?

Will there a concrete wall between the tracks and the sidewalk like on 17 Ave?

What's the difference between the bus on 17 Ave and this LRT?

Are the LRT tracks going to be raised or leveled with the ground?

How will the LRT go north of 16 Ave?

It looks like cars cannot turn into 15th Ave because of the station. What is the access route for businesses located on the West side between 12 and 15?

What detours are being planning during the construction?

When exiting the train at that station, do the doors open on both sides?

Will there be any opportunities for public art?

Is space being allocated for snowfall and removal?

Will Centre Street North be available for vehicular traffic during construction?

Since there will only be a single lane for traffic, will the transit buses delay traffic when they are stopped?

What will the street speed limits be?

If there is a time stop on 16 Ave, will there be a delay?

Are there critical areas where we need to have a bus lay-by so that the bus is not sitting there for 5 mins and delaying traffic?

There is no sidewalk on the west side south of 7 Ave. What are the plans for that stretch of Centre Street North?

What are the plans for Centre Street Bridge? Is the City planning to add seating to make it more welcoming for pedestrians?

Are there any plans to consciously incorporate multicultural elements into the streetscape to reflect the ethnic diversity of Crescent Heights residents and businesses, or is that going to be left to the business owners or the BIA?

Will new development guidelines come into place?

How do you ensure consistency of streetscape in the absence of more clear direction/policy regarding property line?



# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Crescent Heights Open House: February 18<sup>th</sup>, 2021 – Centre Street North Master Plan Room

#### Questions

Is the City expecting that the Green Line LRT will attract new developments to Centre Street North?

How is the streetscape displaying that we are residing on Treaty 7 lands (ie. acknowledgement)?

What's the rationale for 17 and 18 Aves being narrow? Safeway is located there.

Are there drawings to better understand the interface?

Why is the median needed in the north Tuxedo area? The median makes it harder to get into 16

On the conceptual streetscape rendering between 9 and 10 (standard public area), it illustrates a central transit lane and two lanes of traffic. How will this all fit in the existing street and sidewalk?

Where will the power poles for Green Line go?

How will the LRT tracks be serviced?

How do we express the cultural identity that represent the community through the streetscape and public realm?

#### Comments

Would like to see "softer" and "friendlier" barriers like landscaping and seating

These rendering look great and it will be a huge improvement from the current streetscape

Buffer elements are important for the pedestrian experience and trees soften the public realm

Can't imagine sitting in the middle of the street on the island

Don't change the character of the neighbourhood. Don't want added traffic.

### Crescent Heights Open House: February 23<sup>rd</sup>, 2021 – Centre Street North Master Plan Room

#### Questions

13 Ave gate that we have in place is being removed, is there a reason for that? It keeps the street quiet. That access point that goes to Centre Street is busy.

Snow removal on Centre St? Sidewalks will be smaller because of the space that snow takes up.

I own a property on [PERSONAL INFO REDACTED]. Is my property affected by expropriation by the City? Every time I see a new drawing on the news, it's encroaching on my property. I have a professional building [PERSONAL INFO REDACTED]

Does the wide public Area concept resemble what we see in Banff downtown?

Will properties south of 16 avenue be expropriated?

Access to the building that was shown in the slide – there is a driveway and patio. Shared driveway with Santorini – wide area. How will the parking lot be access? Will communications be with the business owners or property owners? Are there other properties that are being identified as being significantly impacted?



# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Crescent Heights Open House: February 23<sup>rd</sup>, 2021 – Centre Street North Master Plan Room

#### Questions

Is there any scope of work to implement the installation CCTV system for security perspective?

Any indication as to the actual height of the station platforms? I get that they are significantly lower than existing C-Train platform, but if I recall our visit to Portland some years ago, they are only slightly higher than a standard curb.

With the low platform, can they use those lanes for buses?

Are there plans for enhancements between 7th Avenue and Samis Road?

So I just watched the presentation video on YouTube, and I was just wondering about the streetscape design in regards to existing building faces, is the plan to build right to the buildings, or what's the plan there?

What is the impact of construction to the neighbourhood?

One last question, in view of the work in progress with respect to the Escarpment Zone and the "gateway" area at 16/17th Avenues: has there been any consideration as to Crescent Heights community signage (so Green Line riders know we're here!)

We saw when they worked on the Chinook LRT station redesign, many businesses suffered immensely. And delays caused some of those business to go bankrupt. What is the plan to handle interruptions for these businesses? And you cannot throw the problem into the neighbourhoods.

Any plans to have a side street and dedicate it to temporary festivals or gathering areas?

Will the City increase the residential density along Centre St?

Why aren't the LRT stations going in more at the commercial zones between 10th and 11th and north of 16th?

There are no new signalized intersections in the corridor, right? Also from a prior session, eight intersection crossing opportunities for pedestrians are reduced to six: can you identify which ones are eliminated?

When is construction scheduled to begin on the 16th ave station?

Once construction begins what is the estimated time it takes for the station to be completed?

#### Comments

Welcome keeping the wide sidewalks. Opportunity to improve the experience.

### Crescent Heights Open House: February 18 & 23, 2021

#### Questions by Theme

##### Property Impacts

- Is the property on the corner of 40th avenue and Centre Street NW going to be expropriated by The City?
- Will properties south of 16th Avenue be expropriated?
- What are the properties that are being identified as being significantly impacted?

##### Construction



# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Crescent Heights Open House: February 18 & 23, 2021

#### Questions by Theme

- What is the impact of construction to the neighbourhood?
- When is construction scheduled to begin on the 16th Avenue station?
- Once construction begins, what is the estimated time for completion of the station?
- What detours are being planning during the construction?
- Will Centre Street North be available for vehicular traffic during construction?

#### Streetscape Design

- Does the wide public area concept resemble what we see in Banff downtown?
- Will the streetscape design go all the way to existing building faces?
- Are there plans for enhancements between 7th Avenue and Samis Road?
- Any plans to have a side street and dedicate it to temporary festivals or gathering areas?
- Will the sidewalks be narrower than they are now?
- What will the streetscape look like when entering Crescent Heights?
- What are the vertical pedestrian buffer elements?
- Will there a concrete wall between the tracks and the sidewalk like on 17 Ave?
- There is no sidewalk on the west side south of 7 Ave. What are the plans for that stretch of Centre Street North?
- Are there any plans to consciously incorporate multicultural elements into the streetscape to reflect the ethnic diversity of Crescent Heights residents and businesses, or is that going to be left to the business owners or the BIA?
- How do you ensure consistency of streetscape in the absence of more clear direction/policy regarding property line?
- How is the streetscape displaying that we are residing on Treaty 7 lands (i.e. acknowledgement)?
- What's the rationale for 17 and 18 Aves being narrow? Safeway is located there.
- Are there drawings to better understand the interface?
- How do we express the cultural identity that represent the community through the streetscape and public realm?
- On the conceptual streetscape rendering between 9th and 10 (standard public area), it illustrates a central transit lane and two lanes of traffic. How will this all fit in the existing street and sidewalk?

#### Businesses

- What is the plan to handle interruptions for businesses and allow them to survive construction?
- How will the parking lot beside Santorini be accessed?
- Will communications about access issues be with the business owners or property owners?
- It looks like cars cannot turn into 15 Ave because of the station. What is the access route for businesses located on the West side between 12 and 15?

#### Changes to Community

- Why is the 13 Avenue gate being removed?
- Will the City increase the residential density along Centre St?



# Green Line LRT

## What we heard: Planning in Crescent Heights

March 2021

### Crescent Heights Open House: February 18 & 23, 2021

#### Questions by Theme

- Is there any consideration for Crescent Heights community signage at the gateway area at 16 / 17 Avenue and the Escarpment Zone?
- Will new development guidelines come into place?
- Is the City expecting that the Green Line LRT will attract new developments to Centre Street North?
- Where will the power poles for Green Line go?
- What will the street speed limits be?

#### Stations

- What will the height of the station platforms be?
- Why aren't the LRT stations going in more at the commercial zones between 10th and 11th and north of 16th?
- Can we see what the 9th Ave station will look like?

#### Safety

- Is there any scope of work to install a CCTV system for security purposes?

#### Corridor Intersections and crossings

- Are there new signalized intersections in the corridor?
- Which intersection crossing opportunities for pedestrians are being eliminated?
- Why is the median needed in the north Tuxedo area? The median makes it harder to get into 16.

#### Buses

- With the low platform, can the LRT lanes be used for buses?
- Since there will only be a single lane for traffic, will the transit buses delay traffic when they are stopped?
- Are there critical areas where we need to have a bus lay-by so that the bus is not sitting there for 5 mins and delaying traffic?

#### Snow Removal

- How will snow removal on be done on Centre Street to not reduce the space for sidewalks?
- How do your streetscaping plans take into account the changing seasons and snow removal during the winter?
- Is space being allocated for snowfall and removal?

#### LRT

- Are the LRT tracks going to be raised or leveled with the ground?
- What's the difference between the bus on 17 Ave and this LRT?
- How will the LRT go north of 16 Ave?
- When exiting the train at that station, do the doors open on both sides?
- How will the LRT tracks be serviced?
- If there is a time stop on 16 Ave, will there a delay?

#### Bridge

- What are the plans for Centre Street Bridge? Is the City planning to add seating to make it more welcoming for pedestrians?



## Green Line LRT

What we heard: Planning in Crescent Heights  
March 2021

### Crescent Heights Open House: February 18 & 23, 2021

#### Questions by Theme

#### Public Art

- Will there be any opportunities for public art?



**Crescent Heights Stakeholder Meeting Notes – February 24<sup>th</sup>, 2021**

In wide public areas, there will be room for a variety of streetscape features that help create a comfortable walking experience. Please select the 3 features that are most important to you:

BENCHES	PLANTINGS	CONTRAST PAVING	BIKE RACKS	GARBAGE BINS	LIGHTING	PLANTERS w/ SEATING	PATIO SPACE	OTHER?
3	1	1		3	3	1		

**Other:**

- Straight walkway next to properties to aid those with visual impairments
- Buffer zone
- Curb extensions for safety
- All elements are important
- Wider sidewalks – reduce lane size (x2)
- Visibility – concerned that planters and trees will make that difficult
- Sidewalk closer to planters leaving space by buildings for flexible space (e.g. tables)
- Soften the transition between pedestrian walkway and parking facility
- Accessibility needs to be innovative and considerate of those with mobility, vision and hearing challenges
- Snow removal needs to be considered (x3) and needs to be done for all sections
- Planter wells could be a problem for those with vision challenges
- Concerns with dirty snow and street salt killing vegetation
- Wide area is good for students being dismissed from school and going to train
- Wide area is also helpful for those with mobility devices, people walking together, strollers, etc.
- Accessible curb cuts are also helpful for mobility devices and challenges
- Longer cross signals are important
- Visual clarity is important especially for those with hearing challenges
- Barrier free path of travel – need consistency in placement of planters, furniture, etc.

In the standard public areas, we will sometimes be limited in the amount of space and need to understand the trade-offs and benefits of providing wider walking areas versus narrower walking areas with additional features. Please select which option is most important to you in the areas that are limited by space.

Wider walking areas, with no trees and limited street furniture	1 – near the train this is important to accommodate people
Narrower walking area with trees and street furniture	1 – ensuring accessibility

**Other:**

- Can all pedestrian traffic be on either sides of the train station like in Eau Claire – moving diagonally across intersection?
  - Scrambles are not safe for those with vision loss
- Priority is lighting and clear pathways
- Bright lighting, accessible curb cuts (truly accessible – flush with street where sidewalk and street meet)



- Using street furniture, bike racks and trees to create division from street – like in Kensington
- Trash needs to be easily removed
- Vertical buffer from roadway – not like 36 Street – fence seems to be controversial – some feel safer and some feel trapped
- Could a furniture space between walking and driving lane be prioritized over a median between rail and driving lane?
- Accessibility is the priority
- Portion of sidewalk that is contrasting between trees and curb near 10<sup>th</sup> is a lost opportunity – could it be used to make outdoor things happen (e.g. busker stations)?
- Can trees be clustered and then an opening? Cluster of trees would give it impact.

In narrow public areas, we want to ensure that pedestrian safety and comfort is top of mind. There are some features that we are exploring to improve safety and create a buffer from car lanes. Please select which 3 features are most important to you. Note that sample images of these elements are shown in the narrow public areas drawings.

Lighting	Bollards	Leaning Rails	Guard Rail Fence	Seat Wall	Nothing	Other?
2				2		

**Other:**

- Public art to create vertical element
- Pedestrian area for places to stop and enjoy
- Distinct visual identity for this corridor – something unique to Crescent Heights – not like every other main street
- Places for people to gather
- Balance between places to gather and room to move people along
- Railing and safety features – thinking of students who come in early or stay late – caution of how people use seating
- Snow removal
- Businesses putting out signs, displays may be issue for pedestrians
- Longevity of tree / plant health
- Incorporate lighting into railings like railing of new zoo bridge
- Safety is priority
- Welcome signage over the street – like Old Strathcona in Edmonton
- Combine rail with seating (2)

Would you prefer the island be used for landscaping alone or should public use be considered?

<b>Concept 1: Landscape Area with No Public Use</b>	
<b>Concept 2: Plaza Area with Public Use</b>	1 – yes if accessible for people with disabilities

**Other:**

- Gateway is an excellent idea
- Lettering for community and BIA





- Can landscaping having edible plant or just decorative?
- Combination of 3 and 6?
- Median is place for humans
- Amenity space would be good
- Place to sit down would be good
- The more spaces for gathering the better
- Outdoor seating spaces – super important with COVID

#### Tell us your ideas for pedestrian and cycling improvements

- It would be nice to be able to turn into CH from Edmonton Trail NB on 7 Avenue and 9th Avenue for local residents.
- More Bike Racks.
- 9th Avenue traffic is super busy. Please do not give us one – ways. Don't want one-way streets like Vic Park. One-way streets make leaving or entering a neighbourhood hard, slows it down.
- Pedestrian safety is important
- Roadways near the high school are fairly wide and that contributes to increased speed. Traffic along the avenues going east bound increases on 7th and 8th. 8th Ave seems to have a lot of afternoon traffic because it connects to Deer Foot
- Traffic calming measures - a lot of those measures are 4 way stops. 2nd street between 2nd Ave and 6th was left out of that. There could be some additional four way stops in that area
- I cycle and walk from Mount Pleasant to Bridgeland - but would never cycle on Centre Street, it's far too busy. These crossings look good as I navigate through the side streets. If I have to take Centre to go downtown, I cycle on the sidewalk over the bridge which is not good but feels the safest for me.
- The volume and speed of current cut-through traffic is punishing
- Great that there will be pathways on the Bow River bridge.
- I feel like the scooter conversation belongs here, not in parking
- In the summertime we see quite a few scooters and will be more as BIA develops. We may want to consider having some sort of space for these at the end of blocks or something
- Bike sensors - such a great idea!!

#### Tell us your ideas for vehicle improvements

- Nightmare of truck loading for half hour in alleyway while cars pile up waiting
- If we can look at parking – can we look at doing two blocks of interface instead of one?

#### Please tell us what you see as opportunities and challenges with the parking interface area zone recommendation.

- If you remove parking, it will block people who want to access commercial establishments. I think permit parking should stay all the way to Centre street. Maybe time could be flexed for someone to park who doesn't have permit. You want people to access both businesses and residences; there has to be a compromise to have permits remain
  - Understanding that commercial areas want to replace their parking that will be taken away, I would not want to see removal of residential parking permits, but I think increasing non permit parking could be longer time limits. The issue is that pre parking permits was that our streets were used so people could park for free and walk downtown



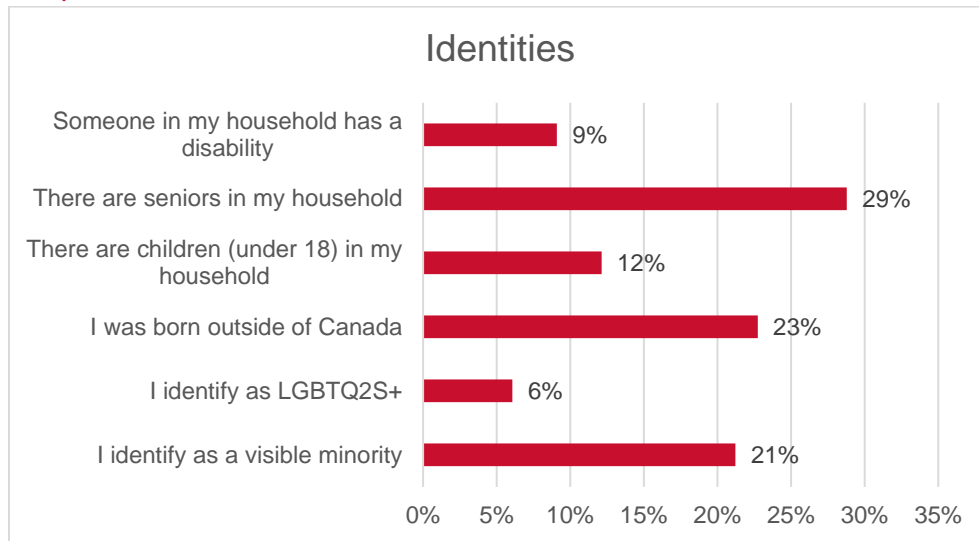
- With restaurant, 2 hours isn't enough – is there way to flex this? Trying to be considerate of people using establishments on Centre St & Edmonton Tr.
- Our office buildings are empty, and they don't have a lot of parking. When people come back, there could be crunch we haven't seen. Taking into consideration trucks that are using Centre to load into and out of businesses, they will be using first block and side streets now so it could be worthwhile to extend interface by a couple of blocks
- "I love it" (the future conditions – potential improvements slide 41- but there was a comment from one of our members, the one block out may not be sufficient. Like free parking if people want to walk the distance but having the 2-hour paid parking is welcomed. It would help if the BIA can benefit from those parking revenues. There is no parking demand in the area because the buildings are mostly vacant right now. 2 hours is a good time to support businesses. People want restaurants to go to in the area. We are one of the last few inner-city neighbourhoods that has dedicated residential
- The top of Samis Road and 1 street NE could potentially be a problem. There are often lots of cars parked in this area in a 'no parking' zone. It is a safety issue. People of all ages are racing through - not just teenagers.
- It would be helpful to have the interface areas now so that not everything changes at the same time. We don't have a lot of people who park on the side streets – "a softer approach." Normally the parking revenues benefit the community association unless there is a BIA. In this case, it could be something that benefits the CA in order to get their buy in. We also know that parking revenues are not guaranteed.

## Appendix D: Demographics and evaluation for online engagement

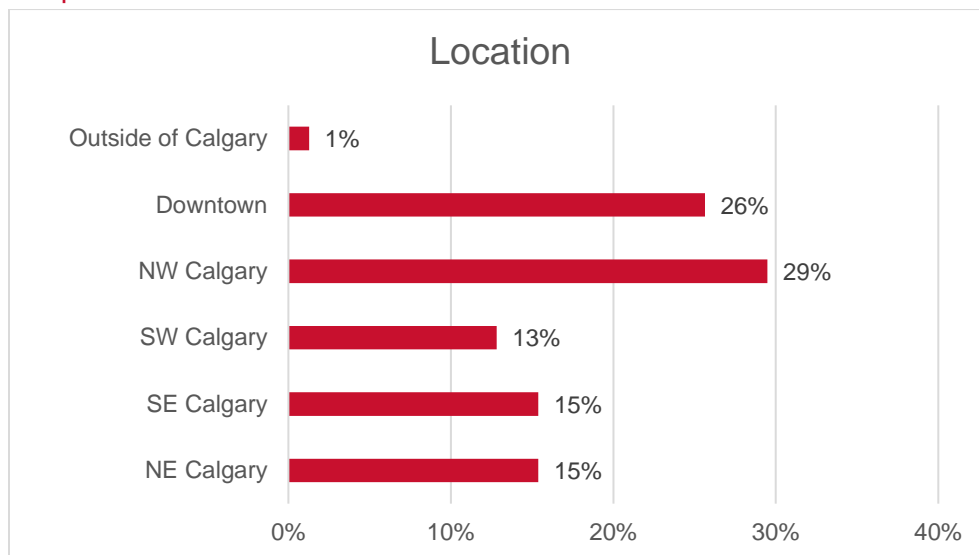
### Demographics

Demographics were optional for respondents to provide. The charts below show a breakdown of demographics for online engagement for both the Crescent Heights Mobility Study and the Streetscape Master Plan for Centre Street North.

#### Respondents' identities

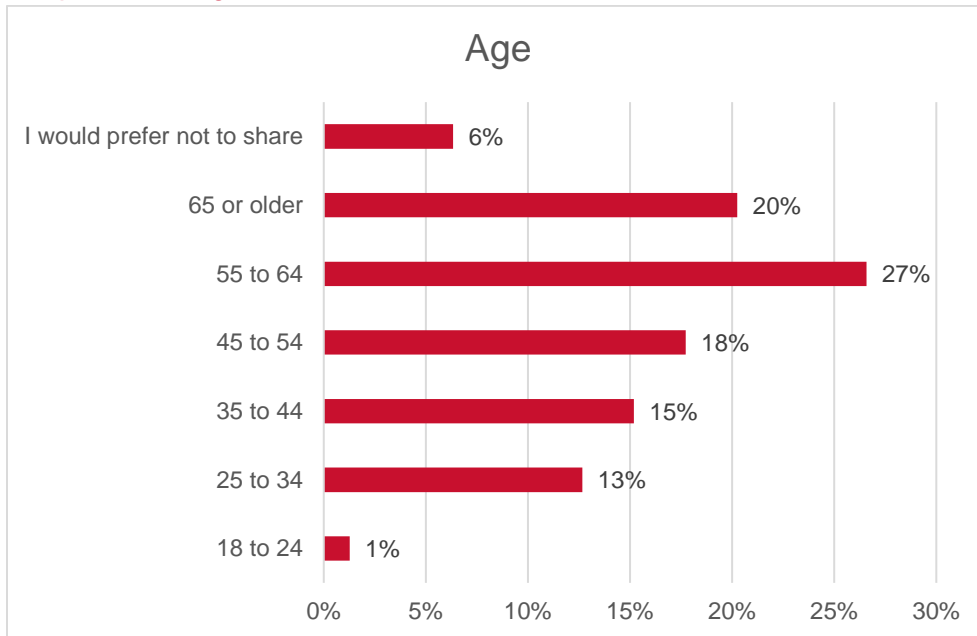


#### Respondents' locations

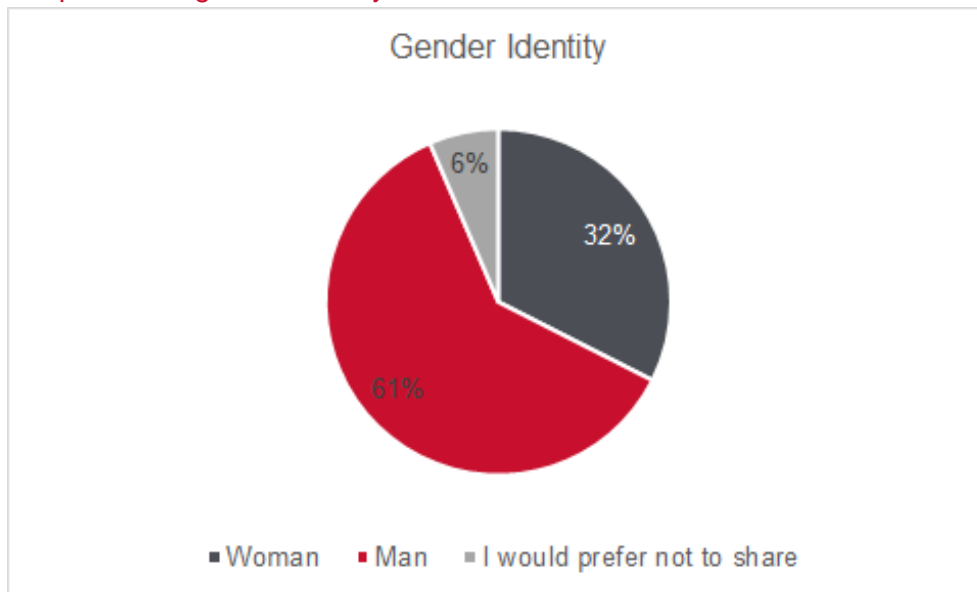




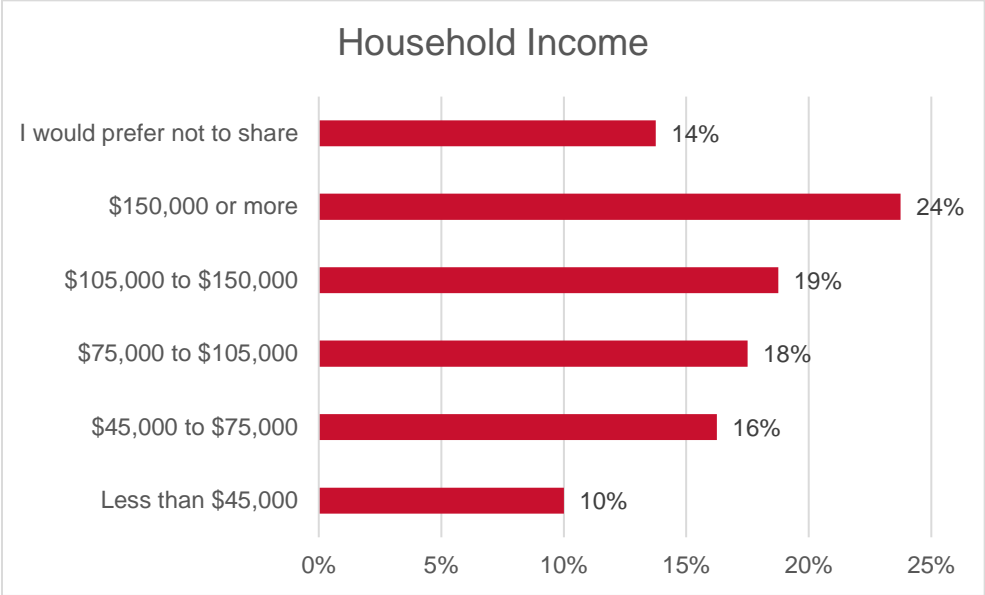
Respondents' age



Respondents' gender identity



Respondents' household income

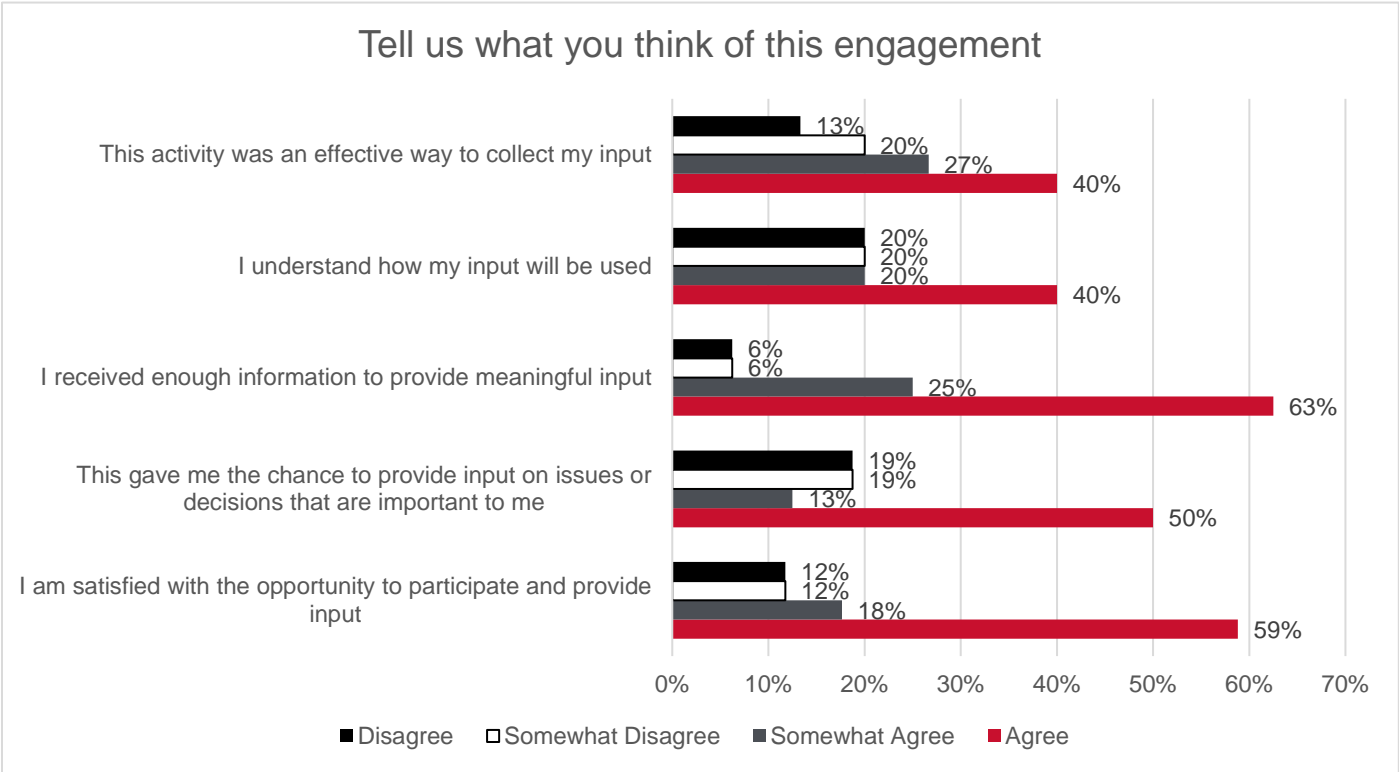


**Evaluation**

As part of online engagement, we asked participants to share their thoughts about the engagement process. Responses are summarized below for Streetscape Master Plan for Centre Street North.

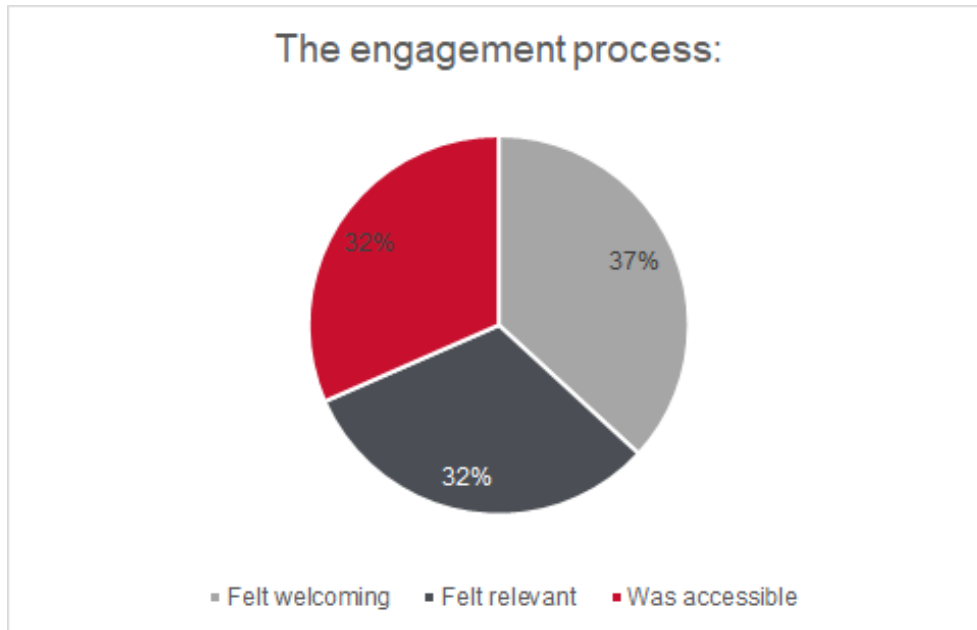
**Streetscape Master Plan for Centre Street North**

Tell us what you think of this engagement

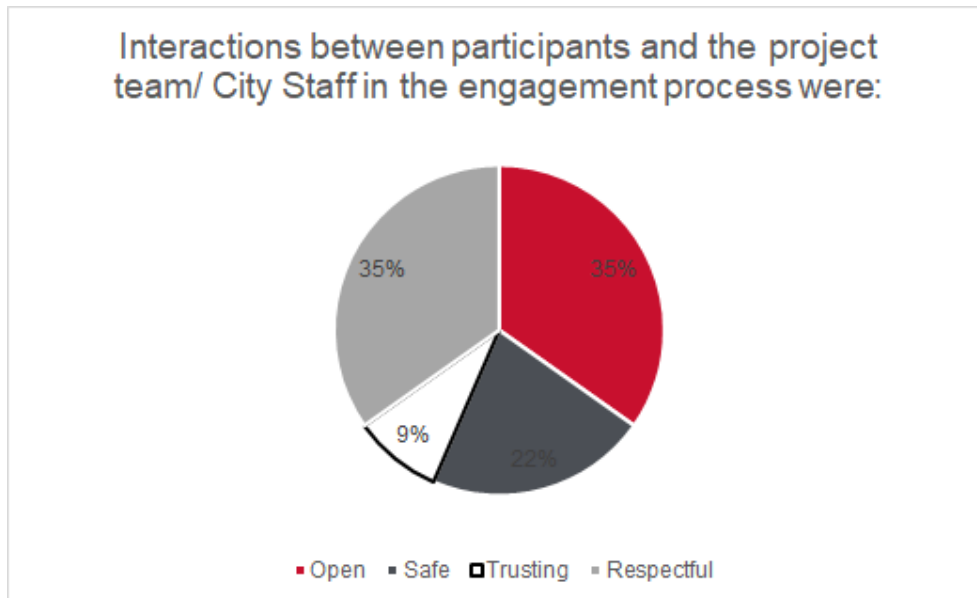




The engagement process

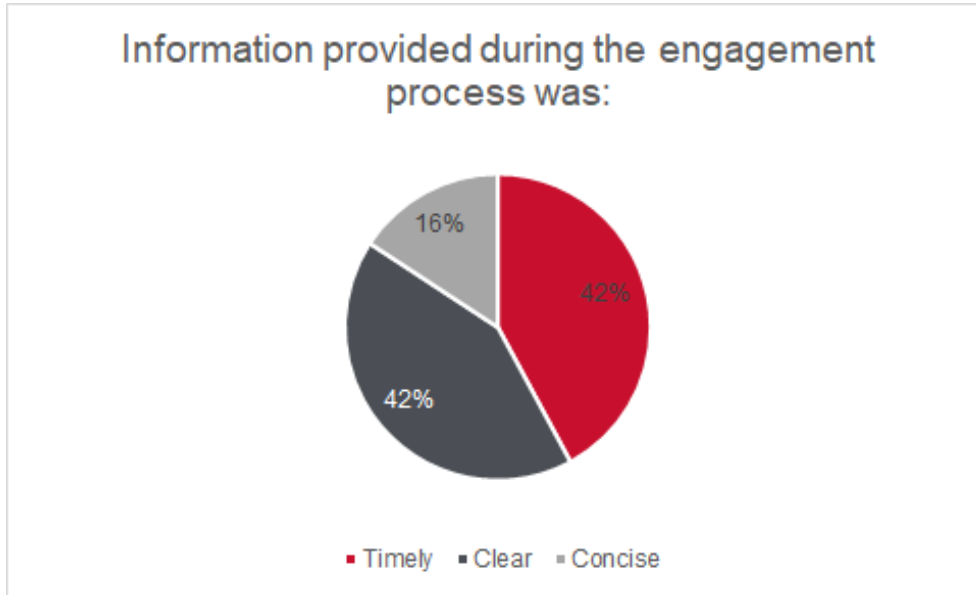


Interactions

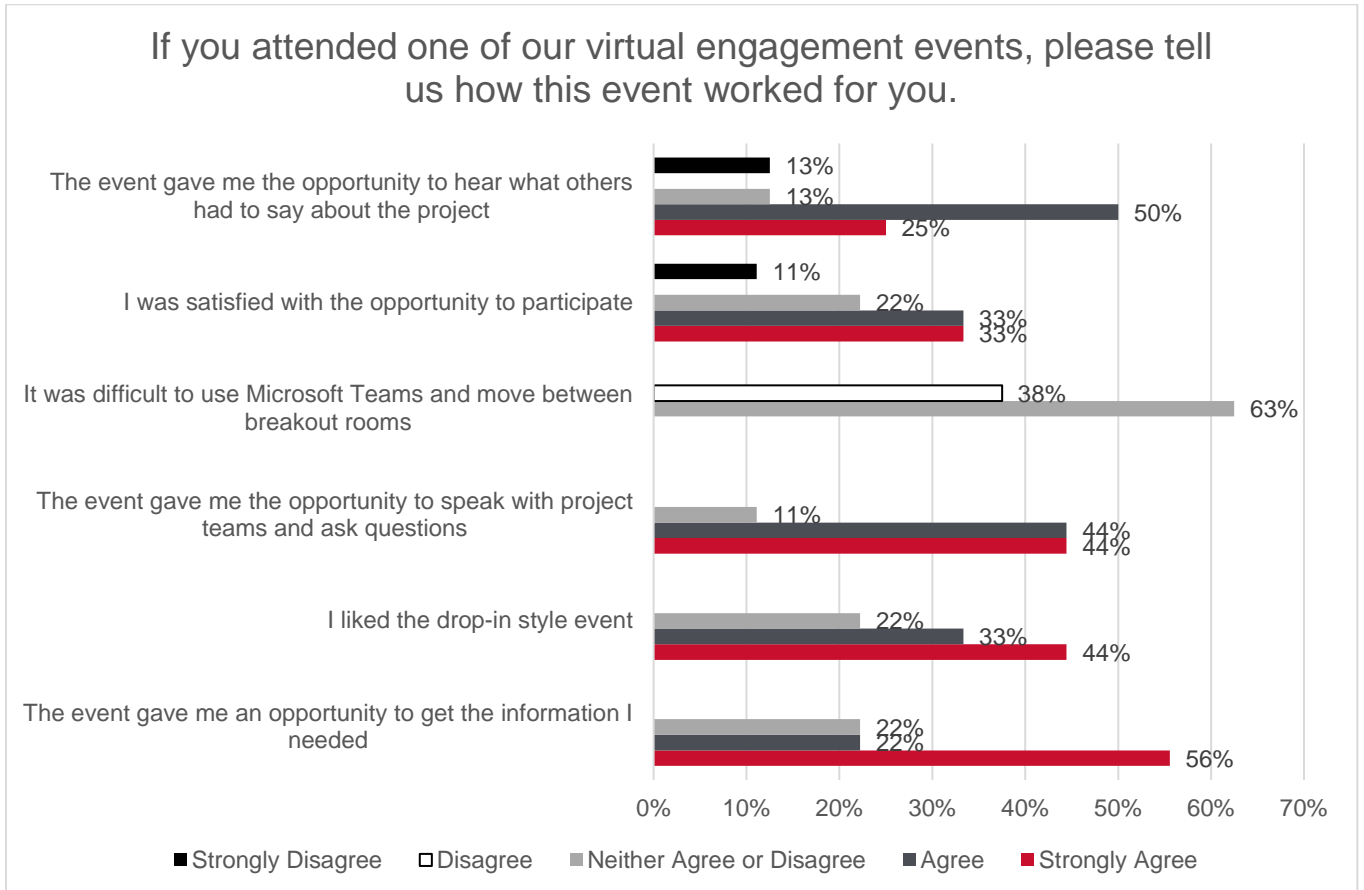




Information provided



Virtual engagement events

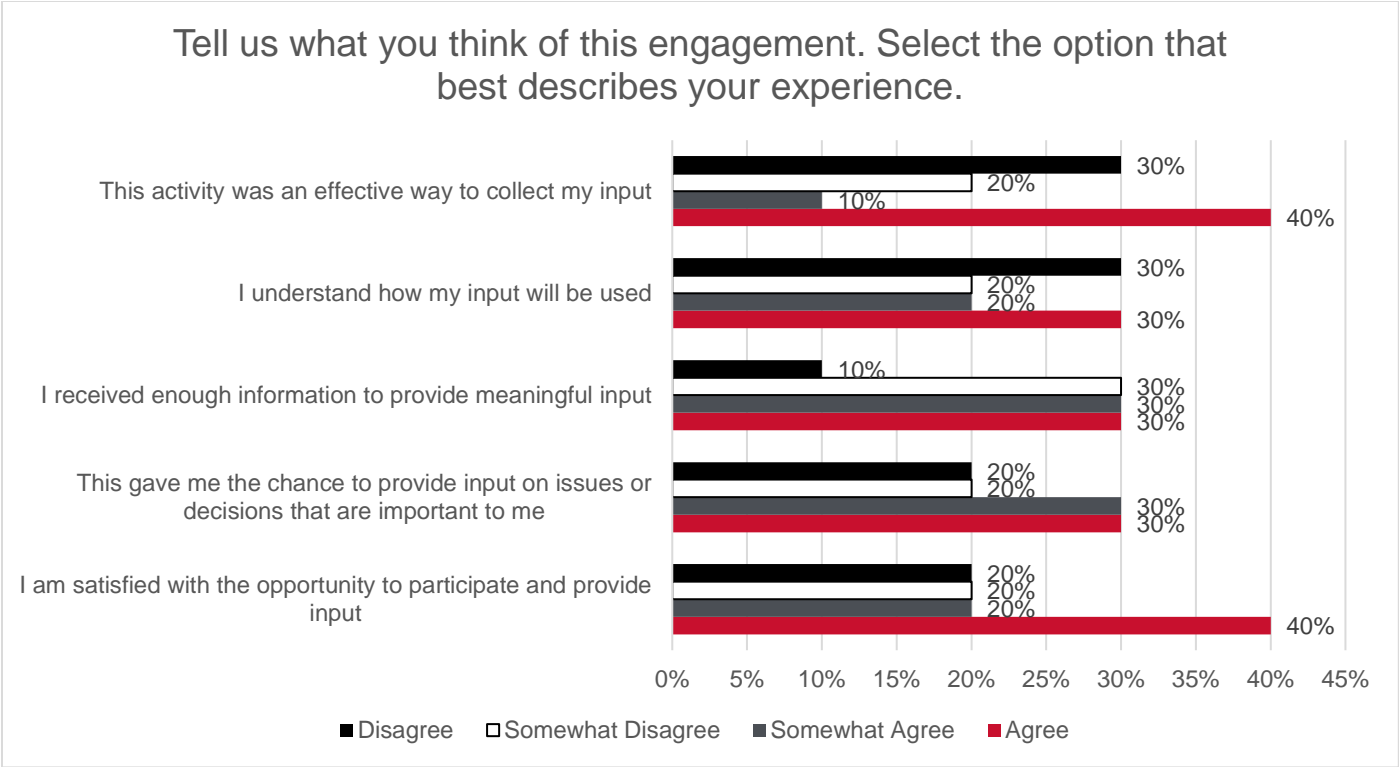




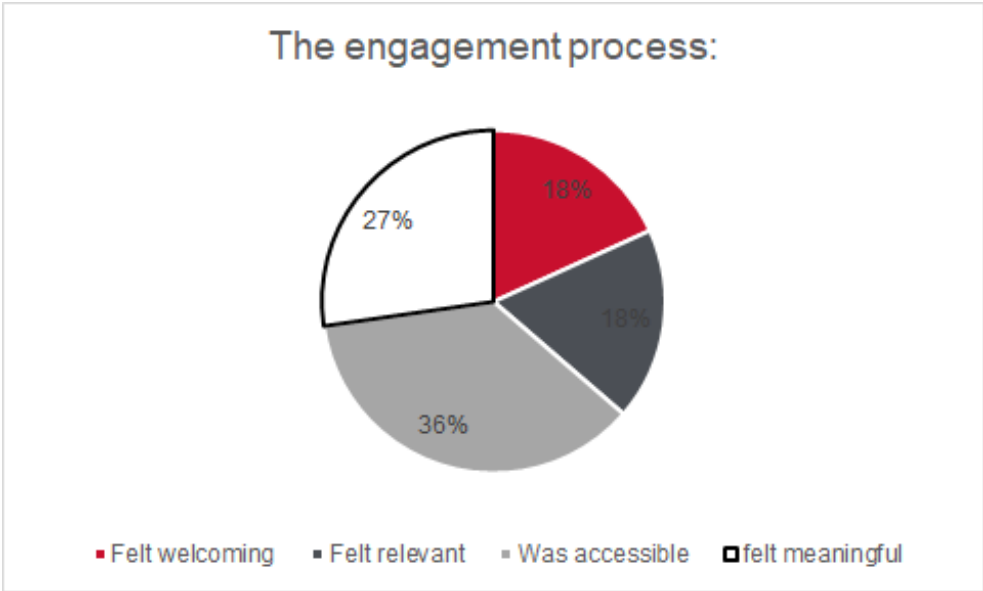


**Crescent Heights Mobility Study**

Tell us what you think of this engagement

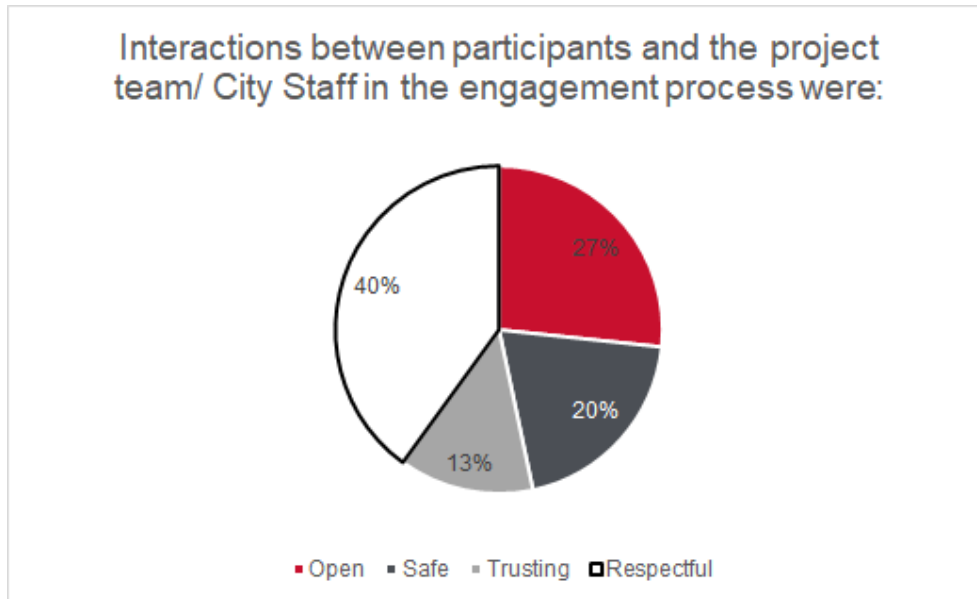


The engagement process

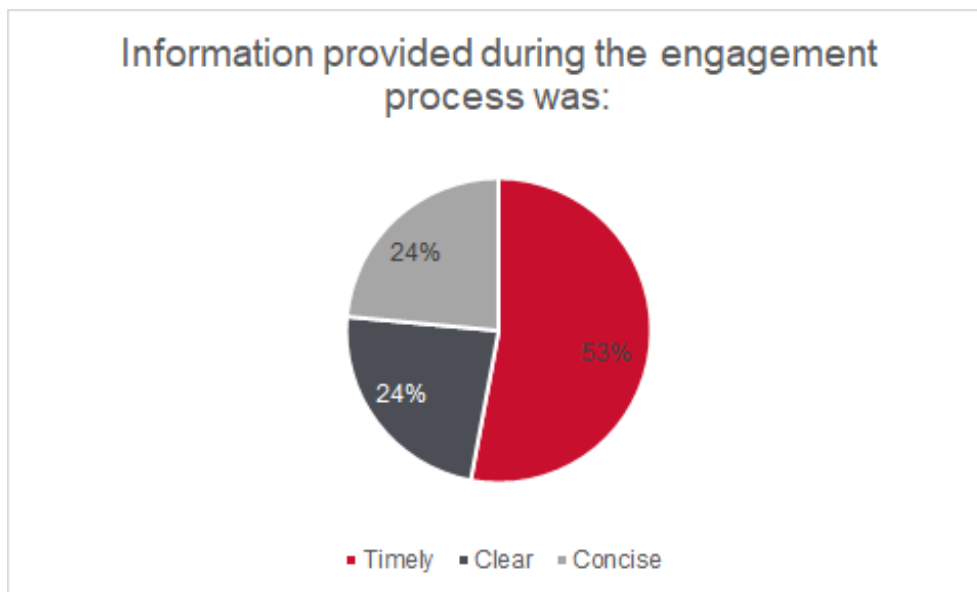




Interactions



Information provided



Virtual engagement events

