



Next 20: Municipal Development Plan & Calgary Transportation Plan Review

Stakeholder Report Back: What We Heard – Stage 1 Online Survey
April 19, 2019

Online Engagement Summary for Stage 1

This report is a summary of the Stage 1 online public engagement to support the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) Review. A survey was designed to solicit input from Calgarians on what they feel are important qualities of a great city, what qualities are most important to them specifically, and how their experience of moving through the city could be improved.

The survey was live on the calgary.ca/engage portal from March 1 to April 8, 2019, and 543 surveys were completed.

The survey was promoted digitally through online advertisements and digital displays, through an exhibit at the Calgary Central Library, and in-person at seven locations across the city.

The survey posed the following questions:

1. Describe the most important qualities for a great city.
2. How close would you like to live to the following amenities or services?
3. When deciding where you live, what are your top three (3) most important considerations?
4. a) What is your current experience when it comes to getting around Calgary?
b) For the experience you said you find most challenging above, tell us what makes it difficult?
5. a) In an ideal world, which one (1) day-to-day travel or regular trip would you like to see the most improvement in?
b) For the trip selected above, I typically...(select all that apply)
c) Select the time range(s) you typically take this trip (up to two (2) selections).
6. How old are you?
7. What is your postal code?
8. Tell us what you think of this engagement. Select the option that best describes your experience.

In response to the question about the most important qualities of a city, the most frequent selection made by respondents was that a high priority is placed on protecting air and water quality, water supply and the natural environment. The second most frequent response was that there is a vibrant and lively food, cultural, music, art and sporting scene.

Participants indicated they would like to live within walking distance of bus stops and LRT stations, pathways and parks, grocery stores, schools and small retail stores such as coffee shops, restaurants and convenience stores. Participants would like to live within biking distance of a recreation area or sport field,

Stage 1 survey quick facts



Open from March 1 to April 8



10 questions and an evaluation



543 surveys and 100 evaluations were completed



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within a Transit trip to post-secondary institutions, work hubs and medical services, and within driving distance of a cultural centre or place of worship. Participants also indicated they first consider their trip to get to work or school when deciding where to live, followed by how much house they can afford.

When asked about their experiences when driving, walking, using a bike or non-motorized device, using a stroller or mobility aid, and/or while using Transit, the majority of respondents indicated a degree of challenge (from some to a lot) with all of the mode choices provided. A high number (81%) of those who use strollers and mobility aids report experiencing challenges. An equal number (76%) of cyclists (and those riding non-motorized devices) and transit users indicate challenges getting around via their chosen mode, with 60 – 70% of drivers and pedestrians indicating the same.

Some of the reasons provided for these challenges included insufficient or poor bike infrastructure, multiple connections and long Transit trips, lack of snow and ice removal on private and public sidewalks, and congestion and construction impacts to roadways.

Participants indicated they would most like to see their trip to work or school improved, followed by their trip to meet their everyday needs. The majority of participants also indicated they would most like to see their commute by driving improved, with Transit trips being the second most frequent response. This supports the responses received for the time of day they would like to see their mode of travel improved, which was between 4 and 6 p.m., followed by 5 and 8 a.m., then 8 and 11 a.m.

In response to the evaluation portion of the survey, the vast majority of respondents felt the survey was a good or somewhat good use of their time, and 86% of respondents agreed or somewhat agreed the survey gave them an opportunity to provide input on a topic that was important to them.

- ▶ For a detailed summary of the input that was provided, see [What we heard - Summary of Input](#).
- ▶ For a verbatim listing of all the input that was provided, see [Verbatim Responses](#).

Project Overview

The City is reviewing its [Municipal Development Plan \(MDP\)](#) and [Calgary Transportation Plan \(CTP\)](#). The MDP and CTP are The City's long-range land use and transportation plans that look 60 years into the future, when Calgary's population is expected to reach over two million people. These plans help shape how the communities where we live, work and play will develop and evolve over time. In order to support on-going evaluation and refinement of these important plans, a monitoring framework was created to periodically assess areas of successes and areas in need of improvement. This review of the MDP and CTP, referred to as Next 20, reflect its focus of medium-term actions (i.e. what needs to happen over the next 20 years) and supports the commitment to intentional implementation and continual improvement.



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Stakeholder Engagement – Program Overview

The engagement approach developed to support this review has been designed to be both iterative and responsive. Our objectives include having opportunities for a diverse cross-section of stakeholders to provide input, through multiple opportunities, and collect ideas, perspectives and opinions that will help the project team better understand the values, interests, expectations, and priorities from those that the plans are designed to serve. The diagram below shows all of the stages of the engagement.



NEXT 20: MAKING LIFE BETTER

We're reviewing the Municipal Development Plan and Calgary Transportation Plan to make Calgary better for more people, over the next 20 years.

Engagement timeline



Stage 1 Engagement – Online Engagement Overview

The online engagement in Stage 1 was about understanding what people in Calgary valued in a great city, how they move around the city and some of the challenges they experience.

An online survey was available on calgary.ca/Next20 from March 1 to April 8, 2019. A total of 543 submissions were received during that period. The survey included an evaluation of the engagement process for the Next 20 project. A total of 100 submissions were received for the evaluation survey.



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The online survey was promoted through various channels and avenues, including:

Digital and print promotion	In-person promotion
<ul style="list-style-type: none"> • Online banner ads – premium news and business sites • Community newsletters • The City of Calgary digital displays • Calgary Central Library exhibit • Calgary Public Library log-in screens • Paid and organic Instagram, Twitter and Facebook posts • North Hill Local Area Planning tradeshow • Report to Calgarians – CTV, CBC, Omni and Cineplex theatres • The City of Calgary employee channels • Calgary.ca ad 	<p>The project team promoted the survey at the following locations:</p> <ul style="list-style-type: none"> • Kerby Centre • T&T Supermarket in the Pacific Place Mall • SAIT LRT station • Shawnessy LRT station • Seton YMCA • Crossroads Market • Genesis Centre

What we asked

The online survey included the following questions:

1. Describe the most important qualities for a great city.
2. How close would you like to live to the following amenities or services?
3. When deciding where you live, what are your top three (3) most important considerations?
4.
 - a. What is your current experience when it comes to getting around Calgary?
 - b. For the experience you said you find most challenging above, tell us what makes it difficult?
5.
 - a. In an ideal world, which one (1) day-to-day travel or regular trip would you like to see the most improvement in?
 - b. For the trip selected above, I typically...(select all that apply)
 - c. Select the time range(s) you typically take this trip (up to two (2) selections).
6. How old are you?
7. What is your postal code?
8. Tell us what you think of this engagement. Select the option that best describes your experience.

How the input will be used

The feedback collected through in-person engagement events, along with input gathered online, will give The City of Calgary an understanding of what is working well and not working well. This information will assist the project team in determining which areas of the policies need to be addressed further. It will also be used as the foundation for the engagement taking place in Stage 2.



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Next steps

In Stage 2, stakeholders and the public will be asked about their priorities for change and how much more progress they would like The City to make over the next 20 years in the priority areas. This engagement is expected to take place in spring 2019, and will assist the project team in developing scenarios for what a future Calgary could look like.



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What we heard – Summary of Input

Question 1: Important qualities of a great city.

From the criteria presented, respondents consider the most important qualities of a great city being a **high priority placed on protecting air and water quality, water supply and the natural environment** and a **vibrant and lively food, cultural, music, art and sporting scene, and choices in things to do**.

The next five most frequently selected qualities were very close in their ranking, indicating a broad public perspective on what makes a great city. The data indicates that respondents place the least amount of importance on **protecting infrastructure from extreme weather events and impacts of climate change**.





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Question 2: How close would you like to live to the following amenities.

Thirteen examples of amenities were provided, and respondents were asked to indicate whether they would like to live within walking distance of the amenity, biking distance, driving distance or within one Transit trip of the amenity.

A majority of respondents indicated they would like to live within walking distance of most of the amenities including:

- Community shuttle bus stop
- Bus route with high frequency service (i.e. every 10 minutes or less)
- Light Rail Transit (LRT)/train station
- Pathway or park
- Grocery store
- School for children
- Coffee shop, restaurants and retail
- Corner or convenience store

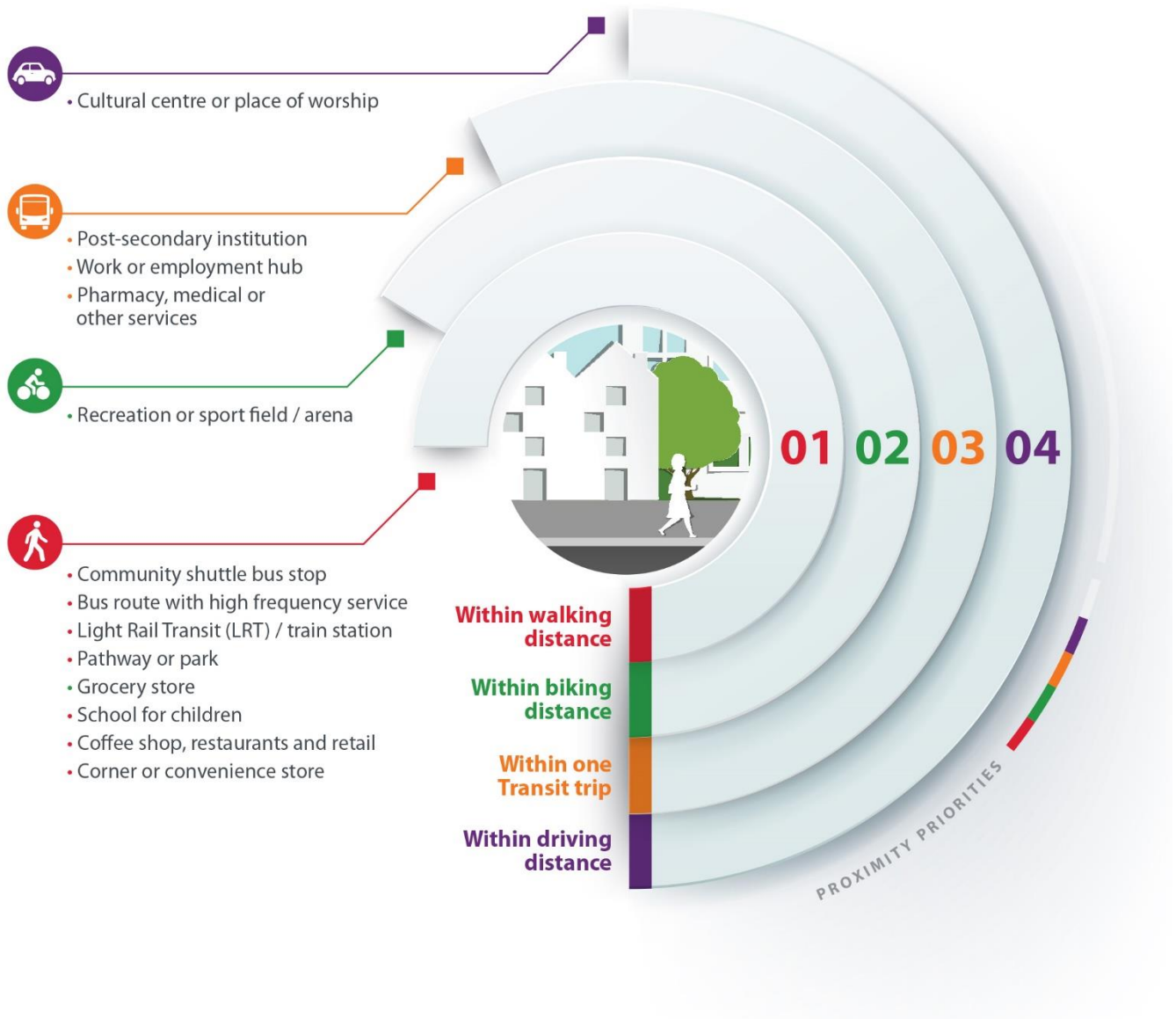
Respondents indicated they would like to be within biking distance to a recreation facility or sport field/arena; live within one Transit trip to a post-secondary institution, work or employment hub, and pharmacy, medical or other health services; and within driving distance of a cultural centre or place of worship.



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How close would you like to live to the following amenities?



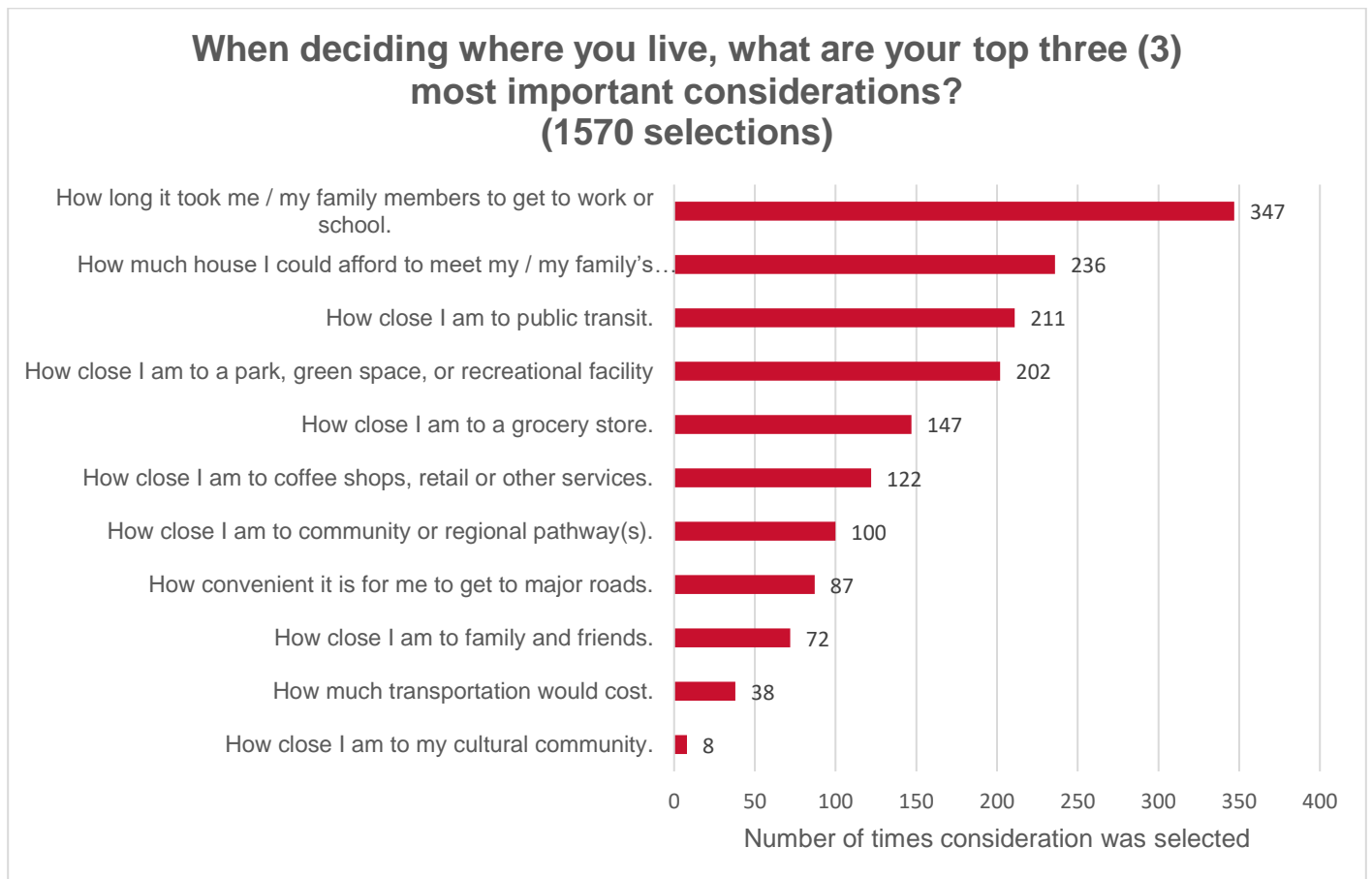


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Question 3: When deciding where you live, what are your top three (3) most important considerations?

Of the eleven choices provided, the majority of respondents chose **how long it took me/my family members to get to work or school** as their most important consideration when deciding where in the city to live. Housing affordability, proximity to transit and nearness of parks, green space or recreation facility all came in within two percentage points of each other – an indication that all three are important considerations. Respondents placed the least amount of importance on how close their home is to their cultural community.





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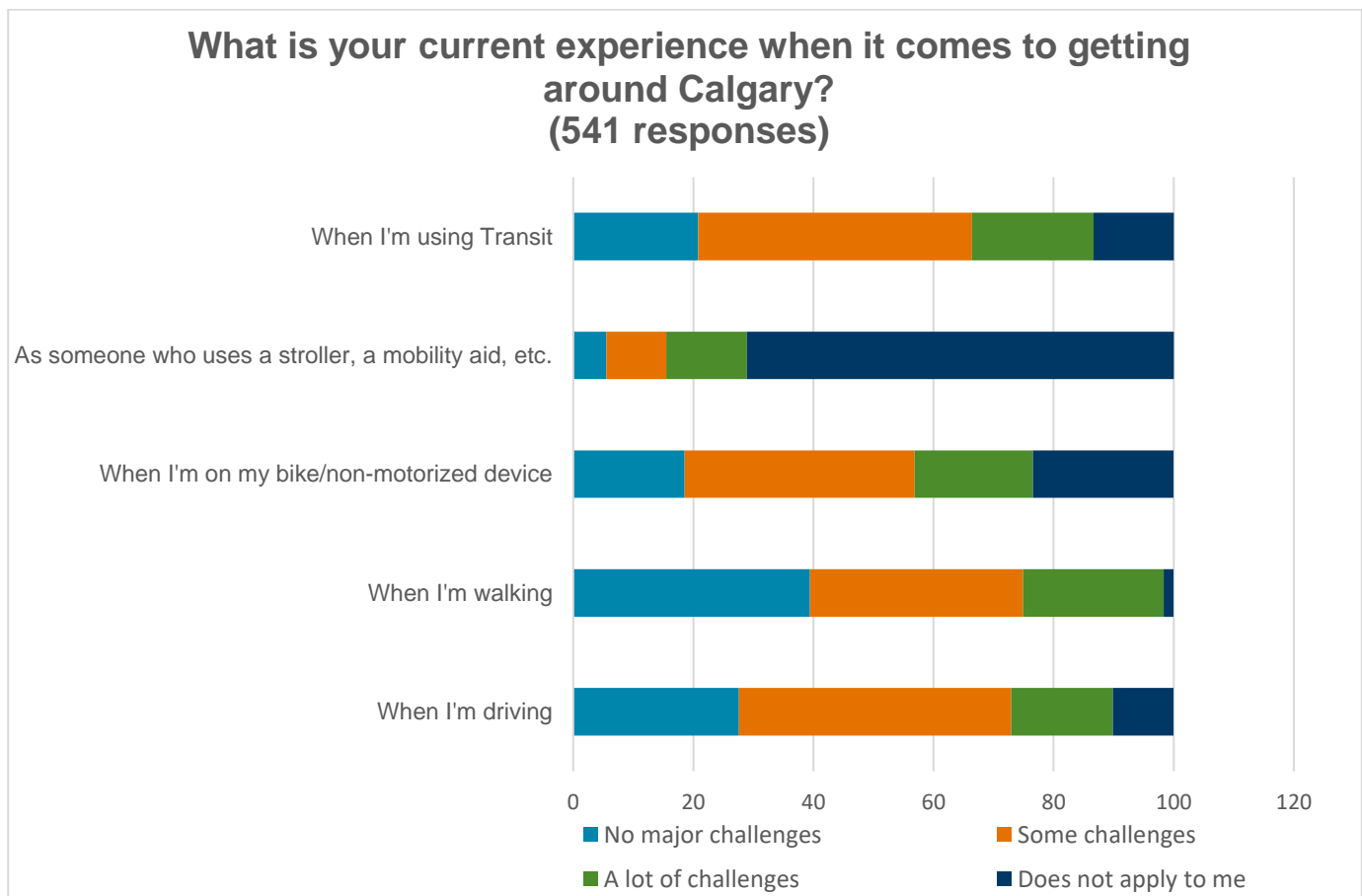
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Question 4a: What is your current experience when it comes to getting around Calgary?

Participants were asked about their experience getting around Calgary by driving, walking, using a bike or non-motorized device, using a stroller or mobility aid, and/or while using Transit. For each mode of travel, participants could choose between *no major challenges*, *some challenges*, *a lot of challenges* or *does not apply to me*.

The majority of respondents indicate a degree of challenge (from some to a lot) with all of the mode choices provided. An equal number (76%) of cyclists (and those riding non-motorized devices) and transit users indicate challenges getting around via their chosen mode, with 60 – 70% of drivers and pedestrians indicating the same. A high number (81%) of those who use strollers and mobility aids report experiencing challenges, with 40% of those falling within the ‘a lot of challenges’ category.





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Question 4b: For the experience you said you find most challenging above, tell us what makes it difficult.

For those who **bike**, the most frequently expressed challenge was insufficient or poor bike infrastructure. Examples given include lack of designated bike lanes, a desire for separated lanes, lack of bike lanes outside of downtown and inconsistent infrastructure. Cyclists also expressed challenges with poor connections and the issues that can arise when sharing the road with cars. There is a desire for separated infrastructure to reduce conflicts with cars and improve safety. Other challenges expressed for biking include:

- Maintenance of bike lanes, including snow removal
- Lack of bike parking at destinations

For those who take **Transit**, the most frequently expressed challenge was the inconvenience associated with taking a bus or train. Respondents cited the challenges of having to make multiple connections to get to their destinations, the length of time it takes to get to their destination, and how getting to destinations outside of downtown can be difficult. There were also repeated mentions of challenges associated with the frequency and low reliability of buses. Other challenges expressed for those who take Transit include:

- Not enough LRT coverage across the city
- Not feeling safe on Transit
- The cost of Transit
- Overcrowding on Transit vehicles (bus and CTrain) and cleanliness of the vehicles
- Challenges with accessing Transit stations and bus stops; including related maintenance issues such as snow removal
- Not enough parking at LRT stations
- No access to public washrooms
- Route changes and station or stop closures

For those who **walk**, the most frequently expressed challenge was, by far, the challenge of walking in winter and the lack of snow and ice removal, both by private property owners and The City. There was also repeated mentions of sidewalks in disrepair and the challenges caused by lack or gaps in pathway and sidewalk connections. Other challenges expressed for those who walk include:

- Accessing sidewalks that don't have curb cuts
- Areas where there is only a sidewalk on one side of the street, or no sidewalks at all
- Safety while walking, including conflicts with cars and bikes and crossing major roads
- Closures of sidewalks
- Lack of amenities to walk to



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For those who **drive**, the most frequently expressed challenge was congestion around the city, with some respondents specifically mentioning Deerfoot Trail as an area of concern. Other frequent responses were the impact of construction and the issues created through unsafe driver behaviour such as speeding and aggressive driving. Other challenges expressed for those who drive include:

- Poor road quality and potholes
- Poor road design
- Lack of infrastructure, especially in newer communities
- Snow and ice removal
- The timing of traffic lights as well as lack of dedicated left-turn signals
- The distance of trips, with some noting “sprawl” as the issue



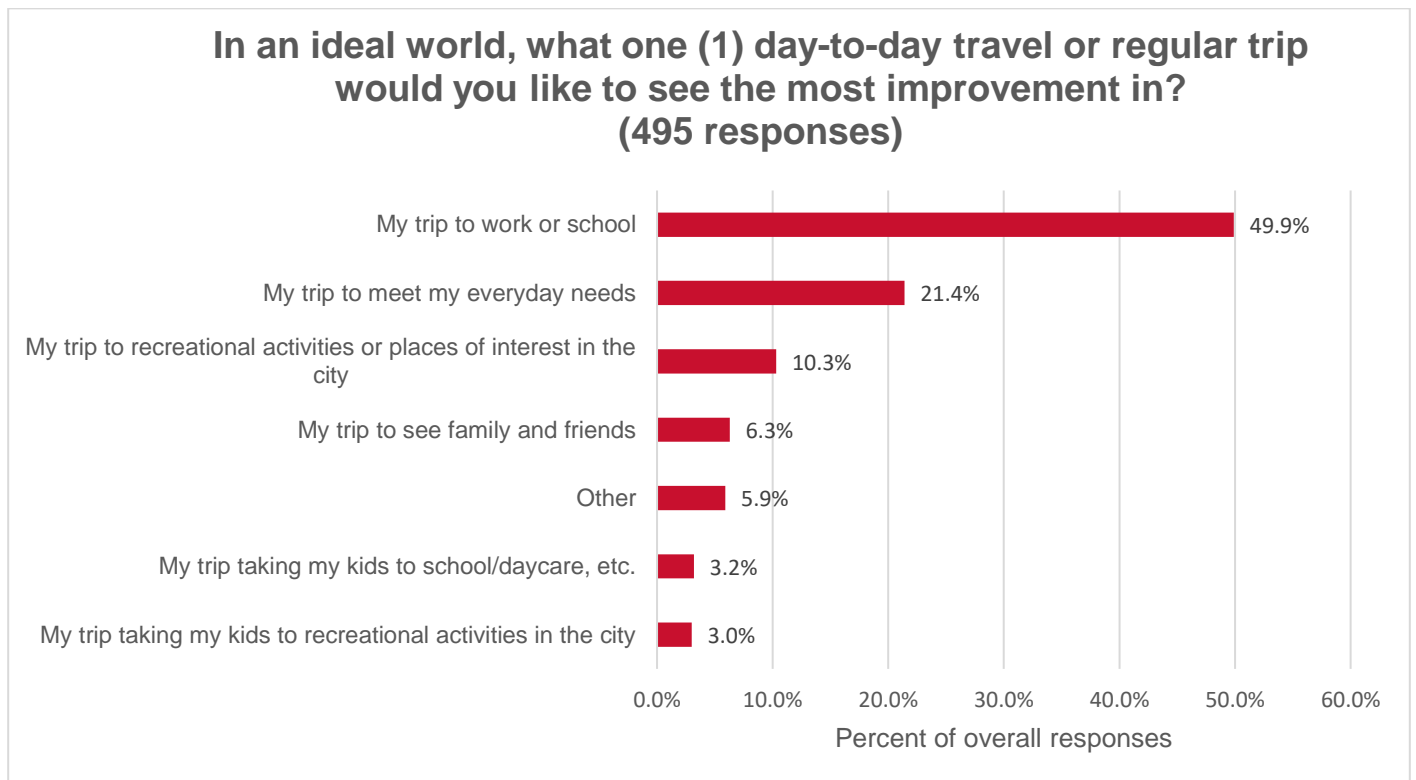
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Question 5a: In an ideal world, which one (1) day-to-day travel or regular trip would you like to see the most improvement in?

Participants were asked to identify one trip from their day-to-day that they would most like to see improved. Of the seven choices provided, half of all respondents chose their **trip to work or school**. The next two most popular choices were **my trip to meet my everyday needs** and **my trip to recreational activities or places of interest in the city**, with these top three choices making up 82% of the responses. Respondents identified medical and dental appointments, trips to the airport and trips out of town (and to the mountains) as some of the **other** trips not included in the choices provided.



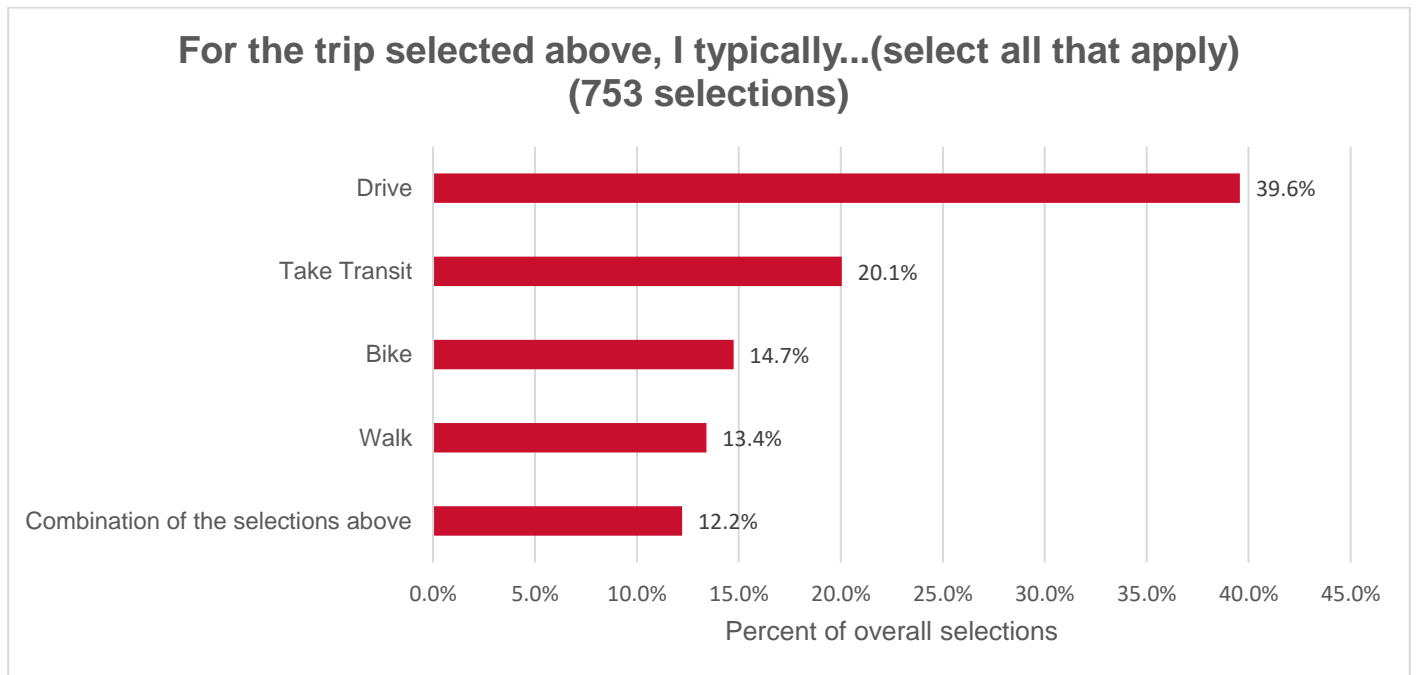


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Question 5b: For the trip selected above, I typically... (select all that apply)

Participants were asked to share the mode they most frequently use for the trip they would most like to see improved. For nearly 40% of respondents, this trip is accomplished through driving, while more than 20% accomplish this trip by taking transit. The rest of the trips are fairly evenly split between cycling (15%), walking (14%) or a combination (12%).



Question 5c: Select the time range(s) you typically take this trip (up to two (2) selections).

Respondents were asked to share the time(s) of day they take the trip they would most like to see improved. The frame chosen most frequently was between 4 and 6 p.m. with 57.91% of responses, followed by 5 and 8 a.m. (33.6%) and 8 and 11 a.m. (33%). This aligns with Question 5a that identified the trip to work or school as the trip respondents would most like to see improved.

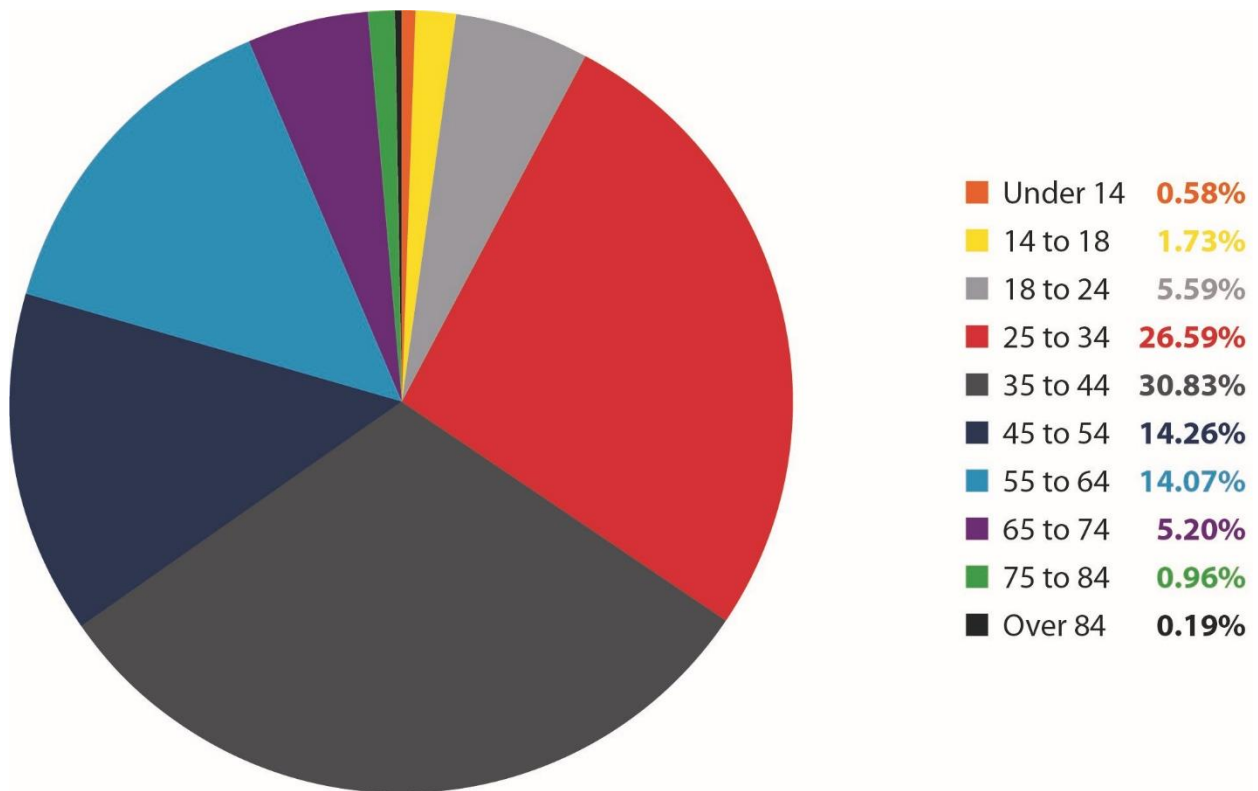


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Question 6: How old are you?

The largest group of respondents fell within the 35 to 44-year range with almost 31% of respondents, and the 25 to 34-year range was the next largest group of participants with almost 27%.

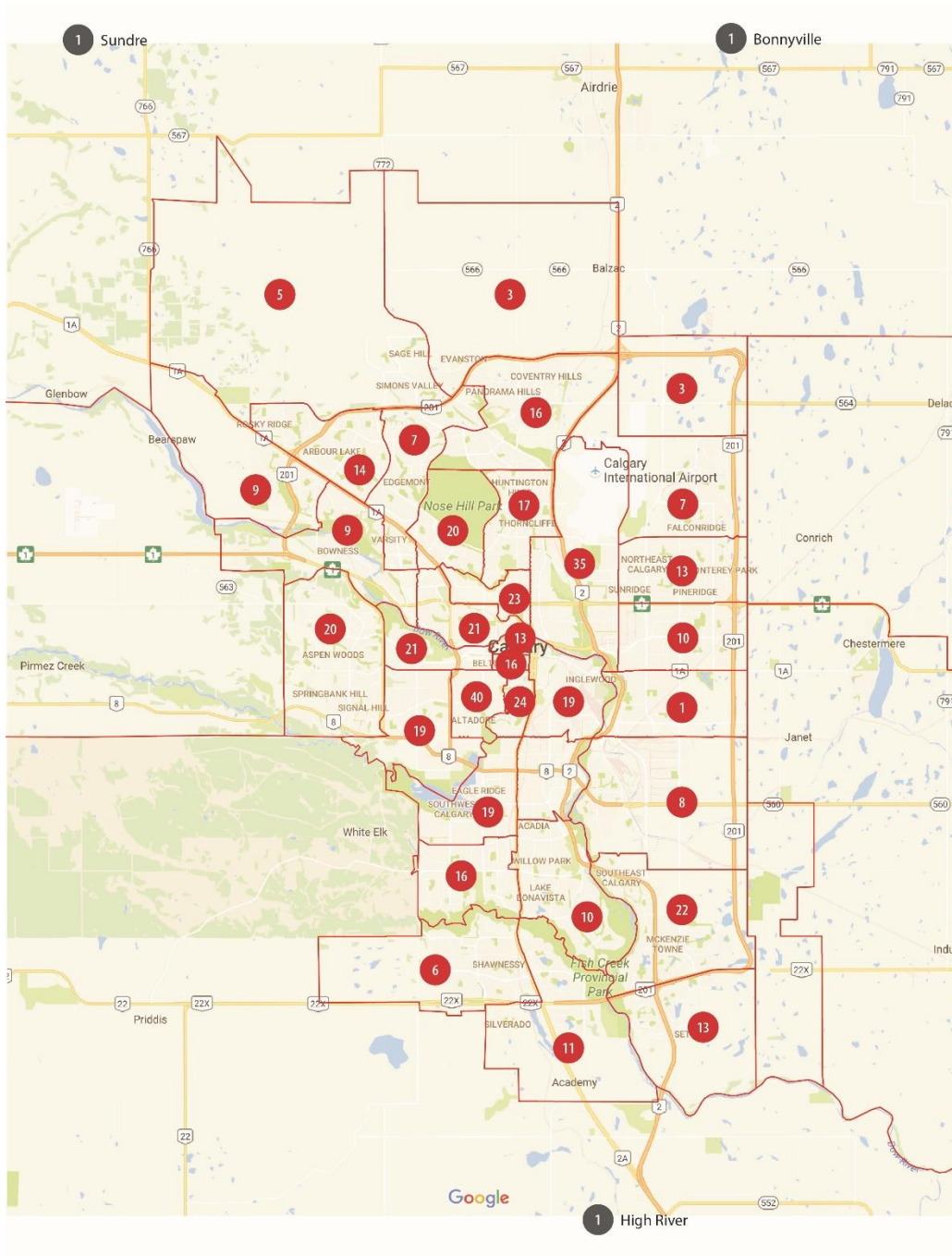


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Question 7: First three digits of your postal code.

The survey achieved widespread geographic reach with responses being submitted from all but one (primarily industrial) postal code area within Calgary.





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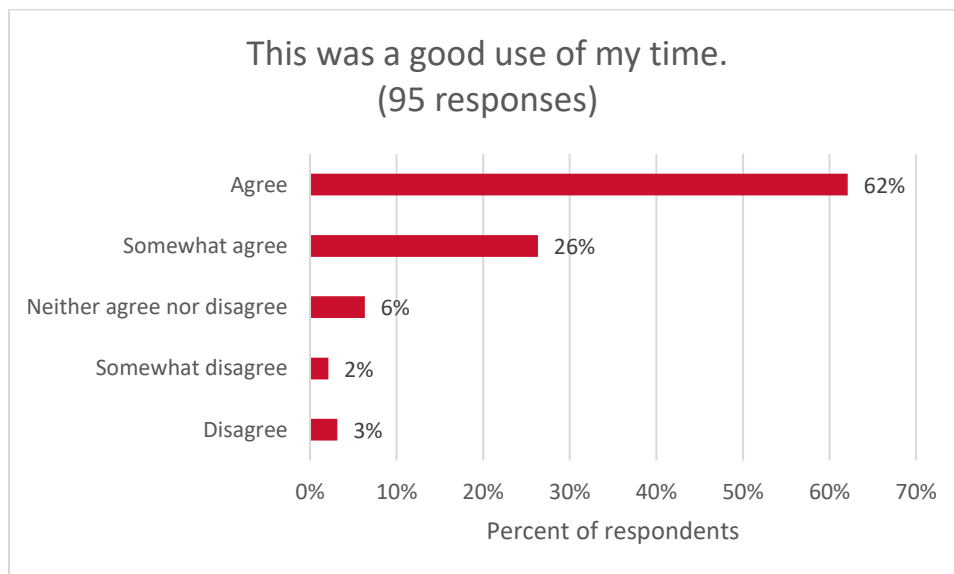
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Engagement Process Evaluation Questions

The engagement approach developed to support the MDP and CTP Review has been designed to be both responsive and flexible to the diverse needs and preferences of the large number of impacted and interested stakeholders. Routinely evaluating stakeholder satisfaction with the engagement process, and the associated activities, allows the project team to continually refine the strategy to ensure it is meeting its objectives as well as stakeholders' needs.

Participants were asked to rate their experience of participating in the survey by choosing their level of agreement or disagreement with seven positive statements. Agree was the most frequently chosen option for all seven statements, with Disagree never exceeding more than 6% of the responses to any given statement. The vast majority of respondents felt the survey was a good or somewhat good use of their time, and 86% of respondents agreed or somewhat agreed the survey gave them an opportunity to provide input on a topic that was important to them.

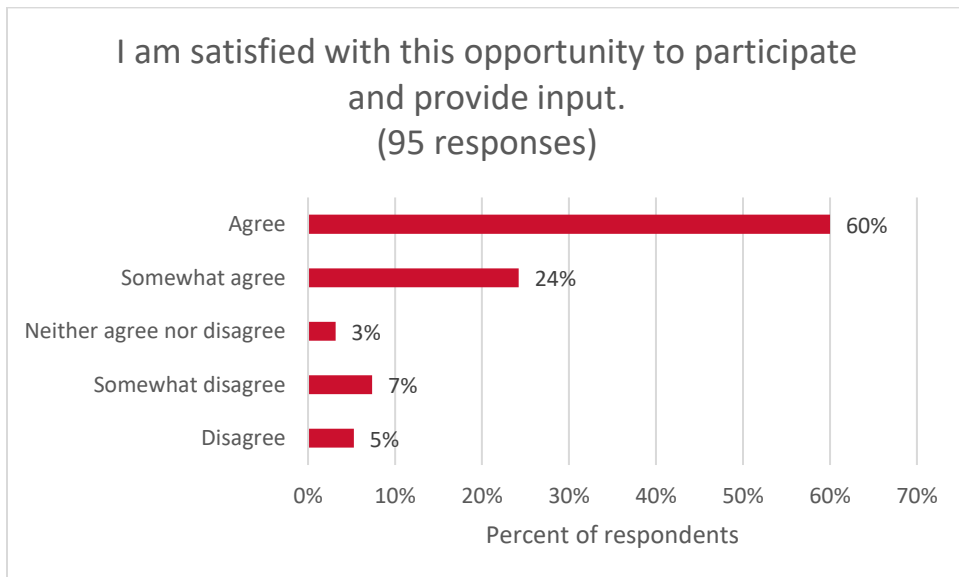
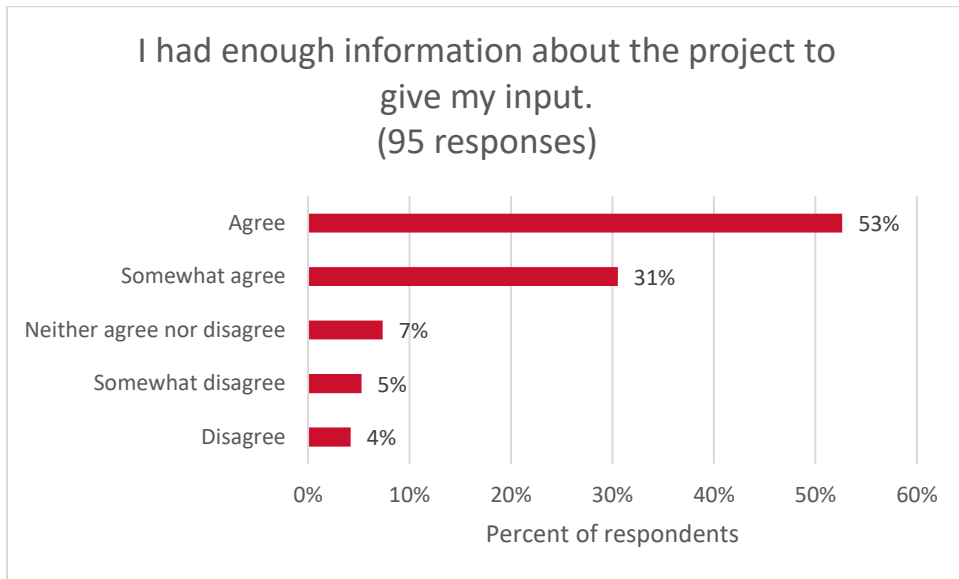
100 participants completed the evaluation survey. The following are the results of the evaluation. As the questions were optional, the number of responses were different for a few of the questions.





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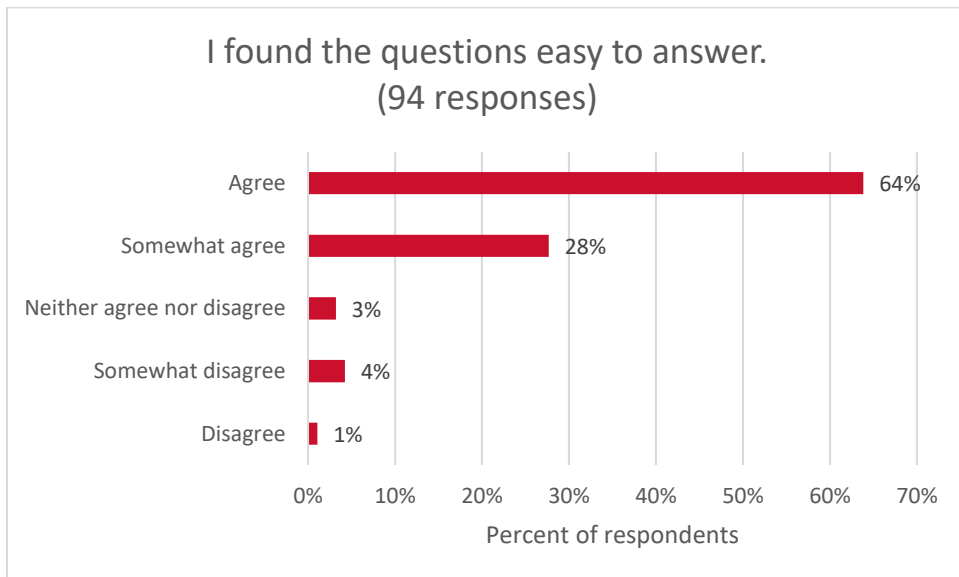
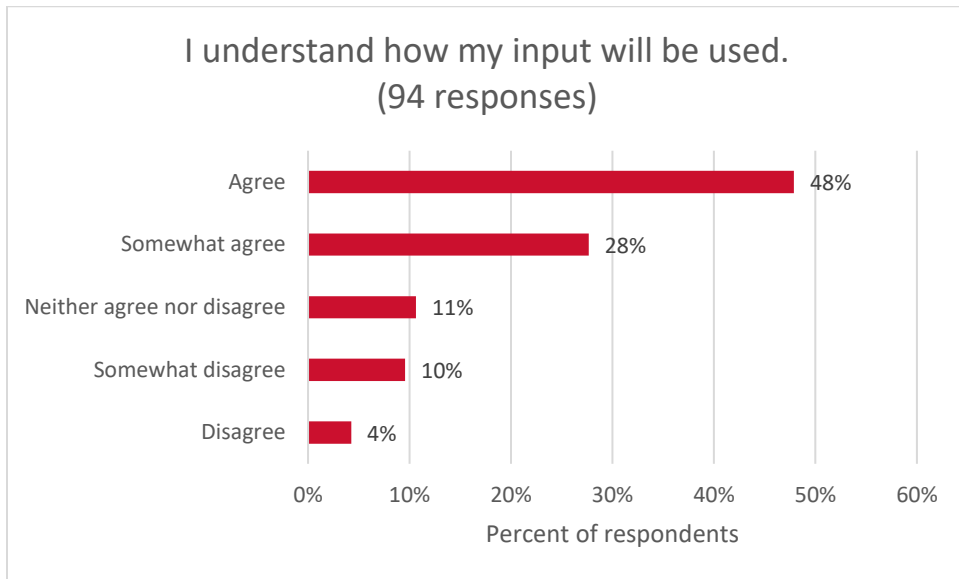
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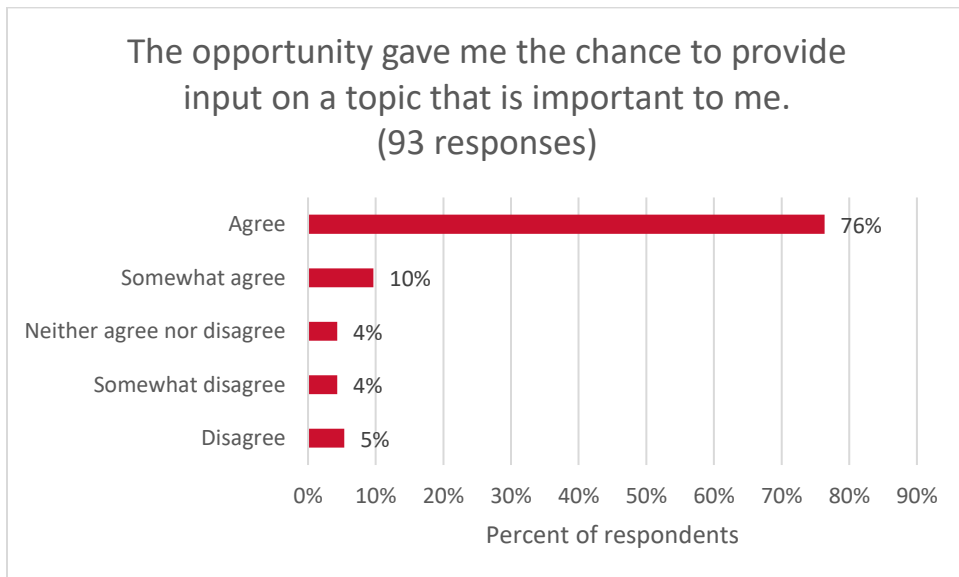
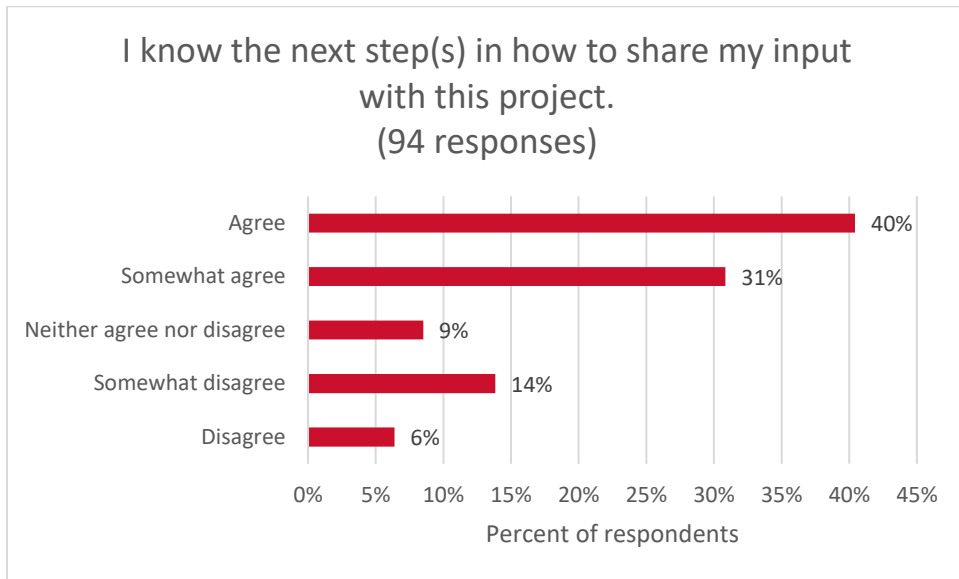
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Verbatim Responses

The following pages contain the verbatim responses provided for **Question 4b: For the experience you said you find most challenging above, tell us what makes it difficult.**

The responses are provided without any edits to spelling, grammar or punctuation. If an inappropriate word was provided; the following is used to indicate that it was removed: [inappropriate word removed]. If personal information was submitted, the following is used where that information was removed: [personally identifying information removed].

Calgary should not allow developers to transition land into residential until proper infrastructure is in place, Evanston and the NW is a good example

Biking is a real challenge, particularly building bike habits with my young family. I want more bike lanes so I can bike commute with kids.

I would suggest more c-train lines to all quads of the city, for faster commute and less carbon emissions than city buses. C-train a circle around city

The City/developers are biggest challenge with VERY poor construction/detour signage, accommodation, planning. Need more/better bike infrastructure.

construction (municipal and other), odd termination of bikelanes/transition to pathway - elbow drive for example. Transit frequency of busses

My experience depends on what economic stage the city is in. When it is in the middle of a major boom (2000-2006) driving gets to be a struggle.

Walking limited to sidewalk on major road or climbing huge hill; bike not near pathway; LRT not nearby (but planned), but there is a bus on my street.

Poor connections for walking and biking, indirect routes, lack of destinations nearby. Low frequency for public transit

unpredictable conditions of the sidewalks, and engineered walkways, poor lighting, steep crossings between sidewalk sections

construction and detours, speed reductions

congestion of major arteries; significant episodes of "bad driver behavior" ie speed, weave in/out traffic, distracted driving

Existence, maintenance and quality of bike paths and sidewalks

Sharing the road with drivers who are angry or hostile is a problem on my bike, "sharing the road" to them means "get out of my way"

Sidewalks in the area are narrow and in disrepair. There are also missing sidewalk connections. I live in Winston Heights.

Transit doesn't go where I want to go in an efficient way

Sidewalks & transit stops are not cleared of snow/ice. Some sidewalks not all wheelchair accessible. Do not feel safe taking LRT downtown at night



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Long waits for bus service

Cannot walk during harsh weather conditions, lack of indoor walking facilities.

Bus service is inefficient and inconvenient

poorly executed and timed construction projects, no good alternative routes bypassing construction

I find it so frustrating how the city is constantly putting up towers and taking away green space. The city puts no priority on planting trees!

washrooms !! At c trains !! Even if people have to pay we need washrooms!! More Heated busstops -20 sucks no heat. Heat and washrooms on a long trip!

Taking over 3 hours to drive from Coach Hill to the Fire Training Center (17th ave & 52st SE) because of road construction and detours (maybe a car 2)

Sidewalk to transit stop is not cleared in winter so have to walk in roadway.

Traffic congestion, poor road design on major roadways, transit vehicles with public traffic (build transit only road network), urban sprawl

Why can't I take transit to the airport?

constant roadwork sites, detouring, changes in roadways, increase of traffic due to new communities

Pathways do not always connect easily to services I patronize. Some entrances exits

depend on mobility scooter, curb access

lackadaisical snow removal by residents

Walking - usually only a sidewalk on one side of the street, have to be strategic about where you walk, construction closes sidewalks indiscriminately

Bus routes changing for the worse. Deerfoot trail flow

Inconsistent path clearing on major routes to grocery stores makes stroller use difficult in all seasons.

Interaction between cyclists and cars can sometimes be problematic

Even where bicycling infrastructure exists, there is little respect for it by drivers.

not enough bike lanes, transit is infrequent

Walking or using a stroller in winter on snowy or icy sidewalks is difficult

Deerfoot at Southland/Bow Bottom/Anderson is far too narrow, too much crossover traffic, needs to be crossover options

Walking - snow on sidewalks; Driving - always traffic jams; Biking - missing safe biking lanes on roads; Transit - connections sucks, easier to drive

There are not always paths available where I need them, sometimes there's not even a sidewalk. Some areas are great and others not so great.

Calgart roads are planned for cars and are unsafe for cycling and walking. We need more cycle tracks, crosswalks, no channelized turns, no drive-thru

constant construction!!

Weather



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this city is too car focused thus roads are over capacity

Not enough light train routes, When walking to many dangers of drivers not paying attention to pedestrians

Bike system has made a huge impact, otherwise I'd say a lot of challenges. I'm very happy about future of transit options like green line too.

Sidewalks ending abruptly with no alternative paths available.

There is no lrt or bus really available for the people working in the SE area. City don't really care about resident needs. Cost of construction high.

Aggressive drivers, red-light turns are legal (absurd!), invisible crosswalks, snow cleaning, narrow sidewalks, limited cycle tracks.

not always complete and maintained connections for walking, especially in the winter, transit service is not usually direct adding a lot of time

I avoid major roads like Deerfoot because of accidents. I also struggle whenever the roads are icy.

over-crowded transit, long commute time, construction, traffic volume

Difficulty of each of those modes varies depending on where I'm going, from where, & at what time. Connectivity & transition b/w modes can be lacking.

transit can take too long

I'm student at the uofC living in skyview. I takes almost two hrs on a good day to get there. In skyview there's one route for 4 communities.

Lack of coordination between City business units regarding construction projects and closures

Poor road quality. Painted lines faint or missing. Potholes

Protected bike lanes that end abruptly forcing me into sidewalks or traffic. I don't feel safe or comfortable riding alongside vehicle traffic.

I'm in the suburbs

I live in an area (SE) where transit is a nightmare. The Green line will help to dramatically reduce those issues in the future.

Not enough incentive to utilize public transit, too far & expensive to drive downtown to work, not enough LRT parking & no green line to service North

Lack of C-train in SW; requirement to take bus into core to get on C-train if commuting to areas in the far N o far S; lack of transit to airport

clean pathways and sidewalks with accessible curbs

construction zones, routes that are highly used, peak driving times of day

Need ring road to be completed ASAP

difficulty with vehicles not paying attention to bikes and pedestrians

Paths not being cleared with snow promptly. Not enough walkable paths.

Bike paths are more recreational than commute-focused, bike paths on streets assume cyclists are skilled athletes LOL, not well cleared of snow

It takes a lot of time to get to where I want to go with transit and particularly to get to the Ctrain.



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The city's change in salt/gravel product on the road - ineffective and occasionally dangerous

I find the bike trails in my area to be incomplete and/or not adequately signed. I can't reliably get places on a bike without getting lost.

lack of separation from other modes and safety concerns when utilizing pathways or transit.

sidewalks too narrow and not cleared in winter

The amount of taxes I have to pay to support the incredible waste at City Hall.

1 Inconvenient to get transit pass 2 LRT Stations closed for repairs & disruptions on weekends. Also complete road construction asap in SW.

transit reliability

lack of protected bike lanes or cycle tracks along busy streets near my house, issues with snow clearing when using stroller

Transit (especially bus) frequency is sometimes unreliable, connection between Ramsay/Inglewood impaired by CPR closing rail crossing (!!!)

no ring road, constant construction, too many bike lanes, no leisure centres/arenas in the west? Why? Upgrade Optimist or Shouldice

Cost! It is cheaper to drive a family of four than use transit. Should be free for children, students, and off peak hours. Please charge us to drive!

Snow clearing (lack of it and not first priority of city); Non sequential traffic lights on major routes, winter driving lack of road snow clearing,

Getting around with a stroller can be hard in winter with snow not being shoveled. Also in places where there are not adequate curb cuts.

Don't feel safe walking. Dual turns, unsafe crosswalks. Driver inattention and poor design. Narrow sidewalks along blank walls and closed businesses.

Walking in winter especially is difficult. As someone with a disability, inconsistently cleared sidewalks impacted my ability to independently meet my

Snow in the winter (where the curb meets the road), narrow sidewalks, auto-centric design, lack of street life, streets aren't "interesting"

Driving in this city it horrible in the winter snow is simply moved around and creates work there is no actual snow removal this impedes walking also

Road accidents near offramps, train breakdowns or delays, public transit to downtown is interrupted on long weekends.

Some areas are missing bike path links, making it hard to bike around those areas

Calgary is a city designed for cars and cars alone. Worse, city planners continue this with priorities and considerations for cars alone.

Winter housebound due to uncleared community pathways and ice on sidewalks

The appalling condition into which the city has allowed our roads to fall over the past few years.

The price of transit is too high for me to use with my family.

lack of snow clearing on sidewalks; lack of lighting on paths; no designated bike lane on r.o.w.; long transit trip with many stops for short distance

Missing connections (sidewalks and bike route), aggressive/fast drivers



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Bike pathways under construction with detours, having to travel portions of my bike commute on busy roads. Absence of sidewalks In some areas.

The ineptitude of the city.

Areas that are not made for pedestrians outside of the core, no easy pedestrian access to major shopping centres and services,

New communities on the fringe of the city that are not walkable or connected to transit. Stop building them until there is LRT opening day.

Major roads such as crowchild and now lately stoney trail get congested and have too many lights. Also not lots of bike lanes

traffic congestion on major routes is a big challenge. Also, bike pathways are not well maintained and many residential sidewalks are not cleared also

Being forced to be at the edge of the city to afford the bigger living space, means more transit time

Traffic in certain areas

Not enough parking at the LRT stations; taking a bus to the LRT means a longer and more uncertain trip. Parking is necessary at LRT stations.

poor transit outside of lrt, cost of transit disincentives short trips

Roads/intersections that consistently get backed up.

Shortsited planning improvements, over dependence on lights, not timing lights, radar fishing holes

The biggest barrier to walking and biking around is the size of many of our roads in our suburban areas. Cars move fast and roads are unpleasant.

When driving: lots of bad drivers and construction or Mobility aid: not enough access to lifts or ramps

Poorly maintained sidewalks and roads which make it very hard to walk safely.

The C-train infrastructure has very limited coverage and the bus routes transfers are generally in congested traffic areas

I prefer when riding a bike to not have to share a road with cars to get to a store.

I love to walk but don't feel it's safe due to drivers not looking out for pedestrians. Sidewalks are often narrow and difficult to navigate.

No transit options other than bus in my area. The bus is too busy. It takes 1 hour or more to get to work on transit. Transit route is super bumpy.

Bus is full. Takes an hour to get to work. Teeth jarring ride. No empty buses at 5 pm

Lots of bus transfers, long wait times on the weekends, waiting for the bus in the cold, crowded buses, bus routes that go through many school zones

Traffic, t and pollution too many cars heading into the core

I would love to live right next to the lrt. Wouldn't have to deal with frequency of buses and parking at lrt.

Side walks not cleared of snow

Fast driving cars on my street



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indirect routes, no winter friendly bike route, train breakdowns

Too much preference/priority given to drivers, walking is unsafe and inconvenient, not enough bike lanes, not enough investment in transit

no protected lanes, aggressive drivers, dangerous crosswalks, ice and snow

i struggle the most trying to walk with a stroller. sidewalks are not cleared, not fully connected and not wide enough. many require maintenance

scheduling, bus route

poor planning dept. sarcee 16 ave interchange adding 2 more circles would have eliminated an underpass and 1 westbound ramp and 1 light 2 stop signs.

rush hour traffic, no easy/direct bike route to cross Glenmore Trail (unless you want to detour thru parks), snow clearing on boulevards at crosswalks

When I am walking and bikes are on the pathwat

most of the problems I have with transit are pretty minor. And usually come up due to inconvenience due to maintenance

Unshoveled snow on sidewalks turning to ice. Untrimmed shrubs blocking paths.

Traffic while trying to cross Deerfoot during rush hours. Would love to use transit, LRT up to airport/industrial zone would be great.

Indirect walking routes, incomplete connections, unprotected or unconnected bike infrastructure, only CTrains reliable, no secure bike parking,

Poor/unreliable bus frequency

Need separated bike lanes. Need wider cleared pathways and sidewalks. Need slower speed limits for cars on residential roads. Need more ped bridges.

Changes in volume and consistency

Despite living close to two major highways, it still takes a long time to get around by car. Most of city is not walkable and no enjoyable to walk in

Bus times are not always accurate, buses are often no shows, trains are always packed.

Winter conditions for walking especially crossing streets - residential sidewalks cleaned but interesections not cleared.

Inconvenient public transit, not enough roads to get from end to end city travel, Deerfoot a nightmare & too dangerous, Stoney trail not built safely.

Lack of infrastructure and development. Growth outpacing infrastructure.

Transit in Calgary is difficult - it takes too long with too many transfers to get where you're going

Transit is not consistent; 120 minutes or more for a 12 minute drive. LRT in SE being put in too slow, and infrastructure is growing around it...

Non vehicle modes are at best 2nd class citizens. Abysmal SNIC for pedestrians, bike safety is unfunded and ignored, and transit is massive underfunde

More roads are needed. Get rid of all bike lanes.

Calgary has too much sprawl, more light rail transit, less community rec more large leisure centers



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Sometimes the traffic is heavy, but I leave early and choose my driving route carefully. Construction delays are a problem, e.g. Crowchild Tr.

Lack of parking at and around the c-train station. The time it takes to figure out on line when the next bus will be.

There are still only a limited number of dedicated cycling lanes outside the pathway system. I don't feel safe cycling in mixed traffic.

Cyclists and drivers that don't want to stop and allow me or other pedestrians to cross the street at stop signs.

local calgary police and mall cops

Inadequate snow/ice clearance during winter

I live close to DT so don't drive often. Love bike lanes & walkways. Driving outside core is a challenge b/c the city is embarrassingly sprawled out.

heavy traffic, vast distances

not convenient transit route

My major difficulty is working non-standard (graveyard) shifts using public transit. Almost impossible to accommodate unless job is off of a train.

Infrastructure is horrible. Major roads need to be widened for peak traffic loads. Deerfoot is a gongshow.

Construction zones

icy and broken sidewalks, long waits at traffic lights, high speed driving in residential neighbourhoods

Traffic on main roads

I've waited in the cold for 2 hours when scheduled buses just haven't shown up. It's too expensive, inconsistent, inaccessible.

Sidewalks/streets are not maintained in winter, traffic when on my bike ...the cars are too close, no parking available if I travel later in the day

The time I lose, and control of my time I sacrifice to the transit options. Prefer ride share or drive myself. The low cost

the time and lose of control of my time is the most frustrating part of transit, don't have a lot of \$\$ so wish it worked better but it costs me time

Major roads, like Crowchild, make it difficult and dangerous to commute or travel anywhere using means other than a car.

pathway conflicts arising from conflict between recreational users and commuters.

I have been run over more than once in my life in this city. Calgary is exceptionally dangerous for walking and biking, and I don't want to die.

road constructions, traffic intense, climate.

Sidewalks are not cleared in winter or do not exist on my route, biking is often blocked by construction, crosswalk lights only cater to cars

Poor transit connections--car better weekends; 30 min walk to local grocery; sidewalks don't dip to street at intersections for stroller/wheelchair.

unreliability of transit during winter, long travel times to LRT, bus gets too hot in summer



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neighbours are good at clearing snow from paths but the city isn't

There are many creeps on the trains so that make me scared.

Bus and train schedules too infrequent. Cycling is dangerous. Walking not possible in most of city.

unplowed sidewalks make it impossible to navigate anywhere in the city in the winter.

Feeder roads that aren't safe for bikes (e.g. Brisebois Dr from Northmount to Crowchild)

Lack of areas to safely ride my bike/non-motorized device without disturbing vehicles and people walking.

eg. biking from Silversprings to 'Superstore on Country Hills fenced corner with Sarcee: pollution to bike on main road. need break in fence.

bus times do not meet up, often have to wait 30minutes for a bus

Pathconnectivity inadequate/fragmented- Roads/Parks/Paths poor collaboration-paths no snow removal.infrastructure deficit.Ringrd pedestrin needs ignored

There are few "direct" pathways in Woodbine.

congestion

congestion, construction, weather conditions, aggressive drivers

As a pedestrian who lives and works in the city's core I have a near miss with vehicles on a daily basis. Construction & snow clearing issues as well.

google

The odd road network around Memorial Drive/Parkdale Boulevard and Crowchild. At least it is being worked on!

The lack of sidewalks on some of the streets, 68 street NE, no sidewalks on the west side that continue to the Monterey Mall.

For transit: frequency not high enough, destination not connected well to transit

Impossible to use stroller in winter - even if ppl clear sidewalks, build up of snow on roads and around corner make it literally impassable.

Traffic congestion; construction

Construction in the summer and ice and snow in the winter

Traffic congestion at peak hours is not managed, drives see needed changes never happen, road network is poorly designed to support 1 million people

Overcrowding at peak times on c-train (blue line)

Not enough trains

Traffic volume, Road congestion, road construction

getting from but to train and vise visa

don't feel safe walking at dusk/evening, street lites only make shadows..road construction sign don't give enuff warning or they stay up when no const

would like to see more small buses come frequently,construction signs need to be down if work is done for the day, briter street lites so no hi-beam v

transit times



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To get to work it takes me 20 minutes to drive but it takes an hour on the train/bus with 1 transfer. Waste of time. Transit expensive cheap to driv

driving, people do not know rules of the road, pot holes. hectic driving.

Traffic congestion on Deerfoot, 16th Ave. N.E., also winter road conditions gerelly

Poor traffic management, road design, and outdated infrastructure. Over prioritization on bicycles in city centre.

i will say its the busyness

Transit is long. Driving is hectic on crowchild by 16th

I drive from NW to SE for my work through deerfoot most of the times. Beddington to Deerfoot and Deerfoot to Glenmore in the morning is very chaotic

Deerfoot traffic at rush hour

The nearest bus stop near my house takes the long way out. The other bus stop is past a large intersection with no stop lights.

Work hubs are not near LRT stations: ie. Ogden road industrial area, McNight Blvd/Deerfoot City area, Barlow Trail area, the YYC Airport...etc etc!

traffic, poorly synchronized traffic lights

I have to use multiple connections of public transit to get to work. I have SW BRT available later this year

Lane closures for construction; city letting builders have whole traffic lanes which causes bottlenecks

Calgary roads and street corners are not designed with pedestrians in mind.

Speeding/aggressive drivers, lack of safe and cleared sidewalks at Crowchild and 33 ave (walking to/from bus)

Roads and sidewalks in the inner city are deplorable. Too many ruts, potholes, asphalt cuts, etc. and too much gravel and debris.

Congestion in my neighbourhood due to the amount of construction around the City. My street has become an alternate route for commuters.

The train routes are only accessible to certain quadrants of the city. I am glad the green line is under construction.

I think mandatory sidewalk shoveling should be enforced or at least sanding to help improve safety on our sidewalks especially in the winter

Better, more frequent transit - not only for commuters; Better walking infrastructure; Better placemaking all over Calgary

Construction and traffic volume

sidewalks not being cleared properly from snow, heavy traffic, constant construction, high cost of parking

Crossing busy roads to access transit in my area.

Our train system is terrible - overground, unreliable, and the network is limited.

Transit to and from the airport. Too many transfers to get certain places by transit. Bike paths end abruptly and roads to narrow to ride on.

Cost, safety on LRT trains

Too much traffic at certain times of day

We req much more cycling infrastructure throughout the city not just DT, cities like CPH, &



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LDN now have 200+ KM of cycle tracks each. We're behind.

Insufficient bike infrastructure and roads are too busy/dangerous for walking and cycling, no access to rapid transit options

Car dependent urban design

When biking in areas with no path, drivers are still not accommodating to cyclists

I now live in solver a

Finding a way across main roads like stoney trail, deerfoot, crowchild etc

disability with left side; stubbing toe on uneven concrete.

Unsafe crossing roads due to inattentive drivers. Inefficient pathways, bicycle lanes. Inefficient lighting over sidewalks and pathways.

Too much congestion of single occupancy vehicles. Expensive parking costs. People are most ignorant in their vehicles.

Free up residential road parking at southland lrt

Narrow and unmaintained sidewalks make many places inaccessible. Very concerned for safety when walking and biking. Poor transit network

Large gaps between bike lanes or paths, inconvenient transfers with transit

Walking is very difficult with many places with no sidewalks or pedestrian walkways. Calgary is not designed with pedestrians in mind at all.

No/little snow removal on walkways & roads

Instances where buses just don't show up

More bike paths needed and better connections in newer communities

There is a lack of continuity of bike paths so you end up either sharing with cars or walkers. There are no secure bike storage facilities in the city

Unsafe winter pathway conditions

The biggest challenges I face are those related to having safe, comfortable + enjoyable transportation experiences (I don't have many challenges)

finding an appropriate road to cycle down that links up with the cycle tracks

Bike lanes are not effective when turning. Awkward and dangerous maneuvers are required to avoid other bikers and traffic in order to turn downtown.

major roadways break up communities, walking to overpasses and over these wide roads is very unpleasant

Congestion, priority for a few special groups instead of the majority

Poor transit connections don't take me where I want to go quickly and easily

Traffic, no protected bicycle lanes, inconsistent connections, incomplete routes, poor snow maintenance, need more protected bike lanes

Transit is not direct, nor frequent enough. Poor service. Hard to get where you need to go. Takes a long time. I can cycle much faster.

Bike infrastructure is severely lacking outside in every respect, road conditions a mess, streets too wide, speed limits too high, rules



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Bike infrastructure severely lacking, roads too wide, places too far apart, speed limits too high, sidewalks insufficient, snowplowing ineffective

Often I find that there is no way to take certain routes or turns that I need to without risking my life and therefore have to get off my bike

Lack of a sophisticated transit system

Poorly placed detours, right on red turning traffic makes walking downtown dangerous, alignment to WCR is almost never done correctly

Cycling: no separated infrastructure, have to be in traffic with cars. Walking: sidewalks randomly end, routes are circuitous, crosswalks dangerous.

Transit is inconvenient compared to World cities

in the winter inconsiderate people who don't shovel walkways. Spring melt in those areas are then worse.

Car traffic congestion

Unsafe and inconsistent infrastructure to get around on my bicycle

Safety. Bike lanes are not protected and not maintained year round. Drivers are careless in intersections. Transit times not most convenient.

Walking distance is too long, walk is boring due to poor public realm, motor vehicles make walking unsafe

Safety, accessibility, infrastructure, connectivity

Winter foot/bike travel still require incredible determination. Some cleared routes still end abruptly in walls of snow or ice.

SE Calgary, no sidewalks occasionally, not much within walking distance, bikers on sidewalk, little snow maintenance

transit, roads need repair

Walking and transit would be improved through universal access design and pedestrian priority design.

incompleted sections of greenway pathway in S.E. neglected repairing canal pathway S.E. overgrowth on pathway towards New Brighton

Transit too infrequent, not enough safe cycling routes, intersections on major roads unsafe when crossing on foot (aggressive/careless drivers)

"traffic calming" measures that make no sense

Closed bike pathways with no good detours. Same for walking and sidewalks are closed.

a rotating number of roads blocked off during the construction season

the sheer size of the city makes it difficult to commute by bike, car or feet.

Unlike our road network, our walking and biking networks are indirect and discontinuous. This makes getting around harder when not driving.

Not enough or unsafe bike routes

traffic flow is not smooth

So much construction, and radio needs better traffic updates

Transit schedule is so spread out that I find it impractical.

doors on C train too fast



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construction

missed bus/train connections, low bus frequency off peak hours, long transit rides, no/sketchy late night bus/train service, long walking distances

Speed of traffic

Unreliable service at times. Service issues. Not frequent enough.

Delayed snow removal, buses not on schedule, low frequency for buses

Insufficient cycling infrastructure. No enforcement of existing cycling infrastructure such as HOV lanes resulting in dangerous conditions

Danger from vehicles while cycling or walking restricts direct access routes to work and schools

Lack of safe cycling infrastructure, drivers who do not know how to deal with cyclists.

There are too many traffic lights and crosswalks in Calgary

I live in Mayland Heights, and it's not very accommodating to pedestrians or cyclists. This used to be a suburb, but is now inner city.

Bad planning of infrastructure projects by the City

Transit, sometimes feel unsafe, snow buildup at bus stops at curbs to get in to bus major safety concern esp for seniors

poor/infrequent service and no direct routes to preferred destinations

Traffic and construction can be bad. In particular, the inefficiency of tearing up and working on 17th ave every summer.

Snow and ice build up at the entries to pathways.

unsafe conditions (ice/gravel, cars)

Major roads need to be updated BEFORE population growth or increasing density occurs, not years after.

Bus service in my neighborhood is sporadic and does not connect well to other bus routes, only the c-train station.

Most challenges are due to major roadways (e.g. Deerfoot Trail during rush hour) and bottlenecks (e.g. road reversals into the core after 4 pm)

existing infrastructure is horrendous for the amount of people that live here

Deerfoot Trail upgrades are 20 years past when they should have been started

Construction, forced to drive, poor alternative transportation infrastructure, poor cycling safety, poor seasonal pedestrian maintenance

In the train I always smell drugs and there are lots of traffic jam cause mostly by accidents

Infrastructure for cars is prioritized over pedestrian safety

sidewalks with poles in the middle, crosswalks at poor locations.

traffic, distance, total time required for journeys.

Infrequent service

the city is too spread out, volume of cars on the road, bad drivers,urban sprawl

Pathways and sidewalks not cleared of ice and snow

Traffic on Deerfoot



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Bike paths are not all connected together. Bike lanes that switch from on-street to on-sidewalk care confusing for everyone; where do bikes belong?

biking along/within road rights of way is very intimidating, especially for children, walking is very difficult in winter due to not shovelling walks

snow not being cleared from public spaces (school properties, city owned properties, streets/alleys)

What makes a great city is competent staff and councillors, who don't look for reasons to constantly spend and tax, who focus on doing the basics well

transit is overcrowded/full when I would typically use it.

lack of direct community pathway connections - vital missing links that would make walking more enjoyable and convenient.

No safe place to ride from home to work (Blackfoot Tr)

Poor transit connections, increased use of transit hubs means you have to travel farther to transfer, poor bike lane/bike way/path connections

construction, thinking about bikes a means to get to work instead of just recreation, pedestrians first then cars

Transit, took bus from Harvest Hills to Falconridge, could've saved 30min per trip if 100 didn't got through airport.

our community is not easily accessible because of the pedestrian bridge over 16th ave and the 8th ave bridge

traffic congestion, icy roads and sidewalks, uneven pavement, lack of mobility ramps and gentle slopes, snow ice and slush on city roads/sidewalks

Traffic into/out of downtown during rush hour is horrible, especially on Deerfoot Trail.

Driving: snow and ice. Transit: frequency, lack of connections, difficulty going east-west

I have to drive huge distances to get some basic services such as groceries, cultural events, etc.

Limited walkways/sidewalks in some areas (Eg. Sunridge Mall, semi industrial areas), ugly walking spaces next to high traffic (Eg. 14th Street)

Not enough cycletracks, hostility towards bikes, no idaho stops.

No bike lanes, busses do not go in a direct route to where I need to go, no sidewalks in work area congestion, lack of plowing

The bus system here is slow and often inefficient. I refuse to use bus services in Calgary due to the inconvenience, harassment and cost.

Connectivity, or lack thereof. Safety (when walking & cycling). Transit frequency.

When I'm trying to get somewhere that is not directly on a transit route or within walking distance and am unable to know accurate time for arrival.

transit is easy going to and from downtown but not anywhere else - some ways the connections are difficult and time consuming especially on weekends



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Reliability/schedule adherence, infrequent service, transit app not telling me next bus will go out of service mid route, smokers at stops

Need train service. Bus is too unreliable, slow and gets stuck in traffic. Bus doesn't pause at terminals to enable waiting in your car in winter.

in suburbs, confusing street names, get lost, bikes lanes getting better, but not enough

multiple transfers

Walking: Inadequate snow clearing of roads & City-maintained sidewalks. Lack of sidewalks.

long driving distances, length of transit trip, cost of parking vs cost of transit, road quality when cycling, cycling safety, some spaces not walkabl

Calgary's wonderful bike network has gaps. In my south side neighbourhood it is a challenge to even ride to the library without getting on a busy st.

lack of snow clearing on paths serving c-train stations, bike routes that are oriented to commuters not recreation. Drivers attitudes to pedestrians.

Shortage of designated bike lanes, high risk when sharing road with cars, specially safety for children. It would help lower speed limit.

The city prioritizes driver convenience over pedestrian / cyclist safety - I never feel safe crossing major intersections and am often nearly run over

Cars (especially single-occupant cars) get in the way

Only two train lines.

cars

Even with walking and cycling paths, the noise of traffic is stressful and can ruin a good walk or bike ride.

Manly the high load of traffic in intersections like McLeod/Glenmore and Crowchild/Memorial Dr.

Too many connections required on Transit

traffic lights should be flashing when volumes are low and durations paid more attention to. Cyclists need to be validated on most roadways as having

Traffic impact from bus routes isn't considered. Poor planning from city

Stairs, sidewalks and pathways that have not been cleared of snow

Traffic congestion; construction on all major routes in my area making alternatives difficult to find/use. Sidewalks cracked, uneven, in disrepair

Transit frequency, bike route shared with vehicles is scary

Limited LRT coverage, limited bike lanes

transit to places other than the downtown core can be an issue

We need to stop building outwards and make more use of the space we already occupy.

General lack of cycling infrastructure, Pedestrian crossings are ignored by too many drivers, Transit is often too infrequent

Snow removal! Lack of it!

Lack of snow removal, poor pedestrian access to some road crossings, pathway closures along the river this summer



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Our city is designed for drivers. Pedestrians need more safe pathways and direct routes. Those routes need to be accessible for wheelchairs, etc.

I have to walk across MacMahon parking lot to get to a train station and there are no sidewalks. It is especially difficult in the winter.

When I am walking, vehicle exhaust is the issue. EV transportation would solve this.

Discontinuous

Biking: system is too incomplete; too many bike lanes don't connect. My ideal scenario is to get anywhere on separated lanes away from traffic

Need more direct natural pathways away from traffic

I live close to my work and to my kids school and do not find commuting challenging. I walk most of the time. The challenge is when it is snowing.

Walking-not pedestrian friendly, vehicle-centric
Driving-would prefer walk/biking but city built to drive, aggressive drivers

Interchanges are poorly designed. Transit goes to downtown and then back out. it should be a spiral affect.

Non-separated bike routes on high traffic roads. Protruding curb bulbs that make you enter the path of traffic.

Lack of safe walking infrastructure and Calgary isn't built for getting around on foot

Heritage station (& similarly styled stations), walkers/wheelchairs diverted in dif. directions, lack of elevators, unaccessable pub. washroom, etc.

I bike and take transit with kids. The inf. and snow clearing is not built for 8-80. While preg. I threw my 4yr 1m over a snowbank to get her on a bus

Payphones non existent in safe areas. Stops closer to medical buildings as it's difficult going to appointments for visually impaired.

Congestion; road closures or construction

Taking transit and having multiple transfers. Sometimes the bus doesn't show up at all. Some stops don't have shelters.

Using a stroller is impossible in some places, clearing roads and sidewalks should be a priority

I find getting around by bike the most challenging, because the network often has gaps or poorly marked street connections.

Calgary is too car-centric. Walking and biking can be super stressful and the infrastructure isn't great, and our transit system is really lacking.

Contruction-Mahogany. Winter, lots not developed, the builder doesn't clear sidewalk. Summer-lots of pebbles/dirt/blocked sidewalk/nails/flat tire

Lack of good, safe well lit and dedicated sidewalks and bike lanes

My neighbourhood has a lot of sidewalks without ramps at intersections, which makes it challenging for a stroller, but impossible in a wheelchair.

low frequency transit, major roads segmenting bike/walk paths, no snow removal for stroller, fast traffic by sidewalk, prioritizing cars at crossings

I want to take transit, but it is so hard to figure out. I can't just type in LRT station, I need to know which one. Same with bus stops.



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Walkability is reduced in the suburbs, please plan new communities less for cars and more for pedestrians / bikers

service frequency

Traffic congestion

I am limit in driving to other parts of the city. The biggest difficulty is the amount of Residential construction in Marda loop & road damage.

When driving -too many vehicles; when taking transit takes too long by bus

Access, Proximity, and Comfort

The road surface quality is poor at best. Bridge deck transitions throw vehicles instead of a smooth transition (a 5 year old must build them).

Not built in a walkable way; need to rely too much on my car; cultural things are far away and not weaved into communities; lack of ammenities

Crossing roads with no signalled crossing for people

Better ice clearing on city walkways/buses. More one level LRT stations, mobility, strollers are directed further from buses with ramps they have.

city is car-centric. Other methods are less efficient modes. like to see more easy affordable public transit and walkable neighborhoods

Bike paths not maintained or cleared of snow in winter

biking: routes are signed but no infrastructure provided, routes require me to take the lane to go around parked cars and crosswalk stickouts

Uneven sidewalks, and damaged pathways

Bike infratrstructure is better but more is still needed.

cyclists on sidewalks are a hazard as a pedestrian

Too many bike lanes, poor road maintainance, not enough road expansion

The Greenway path system makes too many detours into nearby communities and that is where getting lost a challenge.

There aren't enough walkable neighbourhoods in Calgary. Even some of the new neighbourhoods-there are no sidewalks! (Rocky Ridge by the mall)

Transit reliability, transit speed, walking distance, walking enjoyment, bike safety, bike right of way

No sidewalk in some places or no pedestrian walk. Sidewalks need repair. Traffic light are confusing.

late buses or not showing up at all, also in winter live on a hill and because buses don't have snow tires they can't get up the hill

No major challanges

Lack of sidewalks, especially in winter. There's none along the road I need to walk along to get to work.

Transportation routes, by car, I am forced to take due to the location of my house (Crowchild Trail)

poor road conditions, unrepaired potholes, reduced lanes for vehicles due to bicycle lanes, reduced parking availability

Poor connections for cycling infrastructure, or no cycling infrastructure



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Expensive and outdated transit fare system, disconnected bike paths, aggressive drivers, lack of traffic culture.

Traffic, potholes, construction and walking paths to parks

Calgary needs to work on being more walkable and pedestrian friendly. Especially by Erlton/Stampede station. C-train too packed in morning.

I live in a 1960s neighbourhood (Southwood) and many of the sidewalks are not sloped at the corners to make for ease of pushing stroller

Calgary Transit's reliability and frequency needs to be better. This needs to be a viable option to get around the perimeters of the city.

Curb cuts, poor snow/ice removal, getting on the C-train with a stroller around town at times. Transit drug use & intimidating user behaviour

Having intersections instead of interchanges on major expressways.

Gaps in the cycle track network, attitudes around cycling.

Violence, substance profanity

Some homeless people start yelling inside public transit and that uncomfortable

Some bike routes require dangerous sections of road

Access to main roads is inconvenient in many neighbourhoods, then the main roads often have terrible traffic flow at peak hours.

bus schedules are nonsensical and convoluted, transferring buses is difficult and the times never seem to align. You should feel ashamed.

The biggest problem for me is using public transit to get to suburban areas because it is difficult to meet friends after work/school.

Calgary needs more infrastructures for transportation

There aren't a lot of connected or aesthetically pleasing pathways within the city. Most of them are very segregated, cut off and do not connect

traffic, sidewalks not ramped to road, pathways not plowed

double stroller- width of sidewalks, sharp curbs, snow banks, bike: driver interactions

No heated shed, bus schedule, no weekend bus trips

Transit frequencies are too infrequent and service is too unreliable, lots of transfers, and more too often more costly than driving.

For a stroller, the curbs are often not easy to navigate in our neighborhood. Some have been fixed, but most have a step on the corner for crossing.

Lack of safe cycling infrastructure in parts of the city

Traffic/congestion at Deerfoot/16th-McKnight northbound

It takes too long to get to my destination by bus. Sometimes up to three four times it would have taken if I was driving.



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Strollers getting up and down curbs, uneven sidewalks or sidewalks only on one side

No ramps at many street corners, narrow barriers in alleys both making it difficult to navigate with a stroller.

Lack of direct routes.

Shortage of bike paths/lanes, low speed limits, transit not frequent enough in some areas

Traffic travelling across city

Lots of traffic congestion on poorly maintained roads and roads not designed for that volume; lights not synced properly; bad drivers

No real challenges, Buses running ahead of schedule,

Sprawl in general, and LRT lights at a major intersection (McLeod and 25th) are inconvenient

Volume of traffic, asynchronized traffic signals, lots of construction

Lack of sidewalks! Unreliable transit bus times.

urban sprawl, car oriented design, lack of amenities in close proximity

Trying to take transit to outlying areas like Adrie is a bit of a pain if you miss the shuttle and it doesn't go late in the eve

Congested transit makes the commute uncomfortable.

Traffic contestation, narrow roads, no intersections where there needs to be traffic controls

It takes me 1:15 hours to reach the core on a transit route

Bus frequency

Walking: snow removal esp at curb letdowns/crosswalks, having to backtrack to cross streets, dangerous cars, loud/dirty, lights' timing = long waits

Lots of delays particularly during winter on the bus routes as well as LRT

Drunk or high people, crowdedness, harassment, and dangerous driving (swerving, no signals, crossing red lights)

Potentially dangerous driving, drunk or high civilians in public amenities, harassment

Driving presents challenges such as parking and traffic congestion, especially going into downtown from South Calgary.

Traffic on major routes during rush hour makes travelling time long.

Lack of snow removal on sidewalks

Traffic lights are not synchronized, resulting in major delays getting anywhere. Infrastructure is not designed for the population of the city.

I have a cargo bike, and I find that it can be difficult to get the buttons on cross walks and there are some places I go that paths are still needed.

Need more convenient transit to shopping malls, recreation centres (rather than having to take multiple buses)

We need more bike lines all around the City.

Driving: Lanes not clearly marked (such as lane for turning left) traffic lights NOT having a



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separate turn signal for left. Transit: Hard to use app

Safe biking routes (separated routes) are not a complete network. Lack of safe places to park a bike at shops, cafes, and workplace.

Cycling is tough on Calgarians because there's not enough cycle tracks planned beyond 2019

pathways for bikes, sidewalks around the city, not consistent and people then use the streets to walk which is not safe.

Not enough dedicated bike lanes. Not all drivers show respect to cyclists on shared lanes.

Sharrows don't protect and are unsafe. Long blocks. Free parking for cars makes me want to drive but active transportation makes my pants fit.

It takes significantly more time than driving and frequently requires multiple transfers.

Large areas of the city inaccessible via the LRT. Snow removal on sidewalks contributes to major accessibility issues in the winter

congested roads, impatient unsafe drivers

Time to get to the airport via transit, Leaving downtown via 10th St NW during peak hour, Vehicles parked in tow zones during peak hour.

Transit can be a bit rubbish - packed, dirty, or feeling a little unsafe at times.

Walkable distances to groceries, stores, parks, sidewalk conditions

Street signs not in obvious places or do NOT exist; many sidewalks non-existent or difficult to use.

Transit system is not designed for paying customers. Transit shelters need to be warm and comfortable.

accessibility

There is no C-Train in our area and it takes forever to get to our community using the bus. And, the bus do no run all night long. It is a shame !