Our Community, Our Priorities, Our Vision
A vision to the year 2050 to guide the growth and development of Lethbridge - created by the community for the community.

Created by MetroQuest in partnership with the City of Lethbridge May 2009.
About the word collages:

Word collages found on the cover and within this report are derived from actual participant comments (see Appendix C) and were created at Wordle.net.

The size of each word is relative to the number of times it appears in the participant comments.
In 2009 the City of Lethbridge launched the Plan Your City initiative to create a new plan for the city based on community priorities. As a part of that process, a community consultation process was conducted to create a long range vision to the year 2050 to address the long range growth and development needs of the community. The MetroQuest Process was used to develop a clear vision based on the priorities and values of Lethbridge residents. This document presents the results of that visioning process.

The MetroQuest Process

The MetroQuest community engagement process combined online outreach and a series of interactive visioning workshops using MetroQuest. MetroQuest allows for 40-year future scenarios to be created and evaluated in a workshop setting using Lethbridge specific data and outcomes. The software allows residents both in workshops and online to experiment with various planning decisions relating to housing, land use, transportation, and environmental programs and shows the outcomes on a wide range of priorities. An online version of MetroQuest was also used to educate the community about the issues being addressed, collect feedback about preferred futures, and promote participation in the workshops.

The MetroQuest process included:

- Comprehensive data collection and analysis
- Web-based polls to identify community priorities
- Web-based scenario evaluation using MetroQuest Online
- A series of community visioning workshops featuring MetroQuest

The community consultation process was launched in March 2009 following 6 months of data collection and scenario validation to prepare MetroQuest for Lethbridge. The consultation process began with the launch of the vision web site (http://lethbridge.metroquest.com/) on March 25th. The site rapidly grew in popularity and in only 6 weeks attracted over 750 visits. More than 900 priority surveys were completed helping the MetroQuest team better understand the values of Lethbridge residents.
In April 2009 MetroQuest was used in five workshops that hosted 292 community participants: four workshops were open to the public and one workshop brought together interested stakeholder groups from Lethbridge.

Using wireless handsets, participants voted on policies and priorities and collectively created and evaluated future scenarios. The total number of votes across all workshops was used to determine the most popular choice for each policy area. The popular votes were used to create the vision scenario presented here. As shown in Appendix B, the detailed voting results were very consistent from workshop to workshop making the creation of a preferred scenario straightforward.

The vision presented below represents the majority opinions of the participants involved in the process. It is divided into several elements: overall vision, housing and employment areas, transportation, and environmental programs. While not everyone agreed on the best direction on each aspect of the vision, caution was taken to represent the most popular and frequently mentioned elements. Participants were also provided with a worksheet to record their comments on each of the vision components. Appendix C presents all of the raw written comments submitted by participants to allow the reader to understand the thoughts of participants in more detail.
Special thanks to the over 1200 adult and youth residents that contributed their hopes and dreams for the city and helped to create this vision to guide future growth in Lethbridge. While the total number of participants in this process represents just over 2 percent of the total population of the city, the process attracted a wide diversity of participants. The richness and diversity of the comments reflects the wide range of viewpoints that were represented in the process.

Quotes from workshop participants

“Thanks for putting this input session together! I continue to be impressed by city planning in this city”

“A very well-organized effort to hear community views”

“Well presented - its great to have some input in the future of our city”

“Great experience - keep it going!”
Our Community

The MetroQuest team conducted interviews and analyzed data to understand the challenges that will face Lethbridge over the next 4 decades.

Challenges for the next 40 years

- Accommodate a rapidly growing population
- Provide desirable housing options for current and future residents
- Ensure that residents have convenient transportation options
- Preserve the environment
- Keep up with aging infrastructure
- Control the rising cost of living
- Meet the needs of an aging population
- Maintain a healthy and robust economy
- Protect precious green spaces
- Maintain a high quality of life
- Provide high quality cultural and social services.

See Appendix A for more detail.

Our Priorities

A web-based survey was conducted to get a sense of the priorities of residents. In all, over 900 people participated! The survey focused on housing choices, neighbourhood amenities, transportation options, environmental programs, and land use priorities.

Major findings from the survey

- Neighborhood safety is a top priority
- Environmental concerns ranked highly
- Residents rate houses with large yards highly compared to more compact housing types, however
- The benefits of compact development (conserving green space, energy, etc) are top priorities for residents.

For the detailed results, please see Appendix D.
Our Vision

leveraging synergies for a clean, green, vibrant community

Through an integrated approach, the workshop participants created a vision that is able to simultaneously succeed economically, socially and environmentally. The vision focuses on creating a safe, clean, green, and livable city with a vibrant and diverse community.

Participants called for a blend of environmental conservation programs and integrated land use and transportation planning to address their environmental priorities.

On the social front, the vision promotes a high quality of life for residents of all ages by increasing the diversity and quality of choices for housing, transportation, and community programs and preserving green space and natural areas both within the city and in surrounding areas.

On the financial sustainability front, the vision balances increased spending on transportation and environmental programs with significant tax savings due to more efficient growth and development policies. These programs result in a vision that is clean, green, vibrant, and affordable!
Our Vision, continued

The Scenario Summary shows the results of the Current Trend future (shown in orange) compared with the Our Vision scenario that emerged from the workshops (shown in green).

In this summary the performance of the scenarios is shown on ten ‘spokes’ on a scale where the outside of the circle is the best possible result.

MetroQuest shows that the 40-year vision created by participants outperforms the Current Trend future on nine of the ten priority ‘spokes’. Fiscal Health in the Vision scenario performs slightly worse than Current Trend while Household Affordability is greatly improved in the Vision scenario.

This means that while taxes may need to be raised to pay for increased spending on transportation and environmental programs, average household spending will be greatly reduced due to greater efficiencies and more attractive options for housing and transportation to better meet the needs of a diverse population.
The majority of participants (74 percent) felt that new development in Lethbridge should be more compact than the existing housing and employment areas in the city. The majority felt that the focus for new development should be on medium density buildings and preserving existing green space. Many residents cited preservation of the river valley as a high priority. Participants felt that there was a significant amount of underused land in the city which could be used to provide attractive, high quality and energy efficient homes and business areas to accommodate growth and to revitalize neighborhoods and the downtown core of the city. The focus on medium density, as opposed to very high or low density, recognizes the fact that many residents value personal and private space while also enjoying the benefits of more compact development.

The vision emphasizes well-planned and attractively designed neighborhoods with special attention paid to creating a wider diversity and balance of jobs, commercial areas, and housing throughout the city. Participants placed a high priority on the development of compact and mixed use areas close to shopping, transit and other community amenities. In contrast to the “not in my backyard attitude”, residents favored an intensification of development in their own part of the city. For example residents living in West Lethbridge voted in large numbers for increased compact growth focused in West Lethbridge. Similarly, residents of North and South Lethbridge voted for increased compact development and favored their own areas as the best location for that intensification. This suggests a vision that distributes the new more compact development throughout the city.
While some residents cautioned about the very highest density of development such as would be seen in large metropolitan areas, most were supportive of increased density and mixed use areas including multilevel buildings if they were well-designed and allowed convenient walking access to neighborhood amenities and green space. Together these comments and participant voting results suggest a focus on primarily medium density building types including smaller lot housing, duplex and row housing in suburban areas.

The vision sees the gradual creation of more compact development ‘nodes’ in several key areas in north, south and west Lethbridge leading to more vibrant and walkable areas throughout Lethbridge.

The vision accomplishes this while protecting outlying residential and green spaces. Here we see a concept of what 2050 could look like using a more compact design (top map) compared to the current trend (bottom map).

When analyzed by age group, the results show that younger participants were more supportive of high density development than older residents. While residents of retirement ages were least likely to support the highest density options they showed the greatest support of any age group for the option to moderately increase the density of development.

Participants mentioned a wide range of amenities that they felt were high priorities for future investment to improve quality of life for residents. Among these priorities, the need for more recreation centres and other family services was most frequently mentioned.
As a result of these preferences, the vision preserves over 20 square kilometres of open space and natural areas by 2050 compared with the current trend scenario (shown in the Newly Developed Land graph).

The Housing Mix graph shows that the change to housing is fairly subtle. Over 70 percent of housing in the vision are homes with a private yard - a drop of approximately 10 percent compared with the current trend. There is a shift away from new large lot suburban homes in favour of new houses with smaller private yards including single family houses on smaller yards, duplexes and rowhouses.

Many benefits of the vision as identified by participants:

- Protects green space and natural areas
- Provides a wider variety of housing choices for residents
- Provides more affordable housing
- Places a strong focus on attractive housing and neighborhood design
- Preserves existing neighborhoods for families needing more space
- Re-vitalizes the downtown core
- Allows for more mixed use areas
- Increases opportunities for alternative transportation
- Improves environmental sustainability
- Promotes walkable neighborhood and commercial areas
- Decreases taxes through more efficient use of city infrastructure
create synergies between transportation and land use, promote convenient alternatives to automobiles

Mindful of increasing environmental concerns and meeting the needs of a diverse population, participants were eager to plan for and promote convenient alternatives to the automobile. Participants were also interested in investing in roadway expansion to accommodate the growing population.

The vast majority of participants (87 percent) favoured increasing policies and programs to encourage the use of alternative transportation including car-pooling, transit, walking, and biking. Given the relatively small size of the city and the focus on compact development, residents felt that non-motorized travel such as walking and biking were feasible and attractive options to be encouraged.

Given the rapid growth expected for the city, participants called for a focus on effective land use planning to prepare for a more efficient and transit-friendly pattern of development in the future. By focusing new housing and commercial development in key nodes with convenient access to more frequent transit service, the vision illustrates that land use and transportation planning can work in harmony.
The vision calls for an expansion in both the number of routes and frequency of bus service to make transit a more convenient option for Lethbridge residents. New routes should be planned to provide short walking access for most city residents and provide convenient connections to major employment, commercial and recreation areas.

Given that the vision calls for more compact development the opportunity for designing a highly-efficient and well-used bus system is greatly enhanced. As a result of these decisions, overall trip length is reduced considerably and the share of trips by alternatives to automobile travel is greatly increased in the vision scenario over the current trend. Residents in South Lethbridge were most supportive of transit expansion and promotion of alternative transportation policies.

The synergy between land use and transportation choices proved to be powerful. The vision is projected to reduce daily automobile commuting significantly, adding up to a reduction of over 40 million kilometres per year by 2050 compared with the current trend projection.

Commute times were reduced by 50 percent over the current trend scenario due to shorter trips and less traffic congestion.
Transportation, Continued

Participants also expressed the desire to invest in the expansion of the city’s road network to accommodate growth and ensure that traffic is well-managed. Given that the majority of trips now and in the future are projected to be made by automobile, the vision ensures that adequate funds be allocated to building and maintaining the road network. Since the city’s transit system also shares these roads this investment also ensures mobility for transit users. Residents in West Lethbridge were most likely to promote significant expansion of the road network and several noted the need for a 3rd bridge to accommodate the growing east-west travel demand.

Many benefits of the vision as identified by participants

- Reduces energy use, greenhouse gasses, and air emissions
- Allows for healthier choices such as walking and cycling
- Provides a wide range of attractive transportation choices for residents of all ages
- Reduces household costs for transportation
- Ensures good mobility for residents using a wide variety of modes
Environmental Programs

showing leadership, strong focus on recycling programs and water conservation

Most of the participants (88 percent) supported investing in improved environmental and resource management programs with special emphasis on waste management and water and energy conservation.

Improvement of the city recycling program was mentioned most frequently as the city’s highest environmental priority. Participants felt that investment in waste reduction and reuse programs should be promoted in addition to the expansion of recycling and composting activities in the city. Participants felt that by taking immediate action, Lethbridge could transform into an example of best practices in this area.

Participants also felt that energy and water conservation programs should also be increased. Participants often cited the desire to have Lethbridge be a leader in promoting a clean and green city of the future and noted many programs and ideas for the City to consider.
Several participants expressed that they were pleasantly surprised at the strong support that was shown for pursuing best practices on resource conservation programs. While participants were mindful of the fact that these programs call for lifestyle changes and additional costs to tax payers, the large majority of participants felt that the benefits of such programs were worth the investment. Few participants expressed concern over the cost of such programs. Most were satisfied that savings in other areas (i.e. more efficient use of infrastructure dollars due to more compact development) could offset the cost of improved transportation and environmental programs.
Environmental Programs, Continued

These policies and programs along with the integrated land use and transportation choices described above combine to reduce the ecological footprint of Lethbridge by the year 2050 by over 25 percent compared with the current trend scenario.

Many benefits of the vision as identified by participants:

- Increases efficiency and reduces waste as well as water and energy use
- Programs cost more in the short term but save money in the long term
- Reduces the city’s ecological footprint
- Demonstrates more leadership and innovation on sustainability
- Promotes a clean and healthy city
Conclusion

The vision represents an exciting and progressive transformation of the City of Lethbridge. It calls for:

1. More compact urban development, particularly those areas within walking distance from transit, commercial areas and services
2. Increased investment in both new roads and transit infrastructure in addition to increases in policies that encourage the use of alternative transportation modes including walking, biking, and transit
3. Significant increases in City efforts to promote the wise management of resources including waste, energy, and water management.

The MetroQuest visioning process revealed several interesting insights:

- Based on the number and enthusiasm of participants in the workshop series, with many workshops being at or above room capacity, the community demonstrated an eagerness to participate in the shaping the future of Lethbridge.
- The similarity between handset voting results from workshop to workshop indicate a fairly high level of agreement on the direction preferred by participants.
- In each of the policy areas, the vision created by participants represents a strong focus on protecting the environment for current and future generations.
- Participants recognized the costs and lifestyle changes associated with the vision and felt that the benefits of the vision outweighed the tradeoffs necessary to achieve it.

These conclusions suggest a general consensus among participants on the high-level vision for the city and a readiness to turn the attention to the more detailed planning and design elements of the Plan Your City process.
Appendix A: Topics & Issues

What challenges do we face as our city grows?

The MetroQuest team conducted data collection, policy research and face to face communication to develop an understanding of the issues that are most relevant to the future of Lethbridge. The MetroQuest software was also used to evaluate the implications of growth on the region. Here is what was found.

Population Growth

According to the most recent forecasts, by 2050, the population of Lethbridge is expected to grow to about 150,000 residents. At current house and lot sizes that could mean that the land area of the city could increase significantly. As evidenced by comments during the MetroQuest process, residents place a high value on protecting the region's green spaces.

Can we grow in a way that enhances the quality of life for residents? How will we provide housing and services to accommodate that growth?

Aging Population

Due to baby boomers and an increasing trend to retire in Lethbridge, the number of residents over the age of 60 is expected to increase dramatically! Meeting the needs of seniors today and in the future is something that the vision must consider carefully.

What sort of transportation options will seniors require to move around the region easily? What kind of social services will be provided? What kind of housing will best meet the needs of our residents as we evolve?

Aging Infrastructure

As the city grows and infrastructure ages, more neighbourhoods will require upgrades to their roads, water, and waste systems. Meeting these needs may be financially and ecologically costly and requires careful planning. In addition, the increasing demand for energy, water and other services from new residents may test the limits of our existing systems.
What systems will need to be replaced or maintained, and at what cost? How will we provide services to new areas on the edge of the city? To what extent can conservation help to minimize the costs?

Cost of Living

Over the past few years housing prices and the cost of living have increased significantly for Lethbridge residents. Many residents report being concerned that their children may not be able to afford to own a home. With careful planning it may be possible to control cost of living increases but some tradeoffs may be required.

How can we ensure that existing and new residents will be able to afford to live here?

Housing and Job Development

If the city grows significantly in population and housing density remains low, vast amounts of green space and natural land will be lost to development. In addition, neighbourhoods could be located in areas further and further away from the city as developable land near the city becomes scarce. These changes could dramatically impact land use and transportation in the region. It's clear that the vision must carefully evaluate what tradeoffs residents prefer when dealing with these choices.

What new development should we encourage, and where should new development occur?

Transportation

Today the bus system in Lethbridge is not well used. In general people find that traveling by car or truck is more convenient than taking the bus. In interviews several people mentioned that one of the great things about living in Lethbridge is how easy it is to get around. As the city doubles in size, traffic congestion may make travel much more difficult.
How will new housing and job growth affect traffic in the future? How can we manage growth to avoid traffic congestion problems? How will people get around, and how far will they have to travel?

Environment

With the economic and population growth that is expected, it will be critical to ensure that the growth is managed in a way that quality of the natural environment is protected.

What policies do we need to consider to manage our resources? How will we respond to increasing concerns over greenhouse gas emissions and rising oil costs? How will Lethbridge manage its solid waste with a significantly greater population? What is the carrying capacity of our natural environment?
Appendix B: Vision Details

B.1: Process Overview

In April 2009 five workshops featuring MetroQuest, hosting 292 participants were held in Lethbridge.

MetroQuest is a computer scenario tool that was configured with data for Lethbridge. MetroQuest allows for future scenarios to be created and evaluated in a workshop setting. Using wireless handsets, participants voted on policies and priorities that impact the future of the city. This Appendix presents the results of all participant voting at the MetroQuest workshops as well as the details on the resulting vision for the year 2050 that emerged from those votes. Participants were also encouraged to write down any thoughts and comments on the vision scenarios on their personal worksheets. These written comments are presented in their entirety in Appendix C.
B.2: Detailed Voting Results

MetroQuest presents workshop participants with 6 policy questions which are used to shape future scenarios projected to the year 2050. The following sections show each question with the voting results as a total of all participants as well as broken down by where participants lived (North, South, and West Lethbridge as well as the Surrounding Area) and their ages (30 and under, 31-45, 46-60, and 60 and over).
Question 1: Development Density

Responses by Residential Location

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<th>Development Density</th>
<th>Respondents</th>
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<th>West</th>
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Responses by Age

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Question 2: Development Location

Where should the development of new homes and businesses be encouraged?

- **Current planning model**: Growth is encouraged in all areas of the City of Lethbridge. 36%
- **New growth is restricted**: 40% of expected residential growth is diverted to neighboring communities. 10%
- **North & South Lethbridge**: Encourage growth in North and South Lethbridge. 27%
- **West Lethbridge**: Encourage development primarily in West Lethbridge. 27%

Responses by Residential Location:

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Question 3: Road Network

Responses by Residential Location

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Responses by Age

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Question 4: Transit System

How should the city expand the transit system?

- **Existing transit service**
  - Maintain current transit service per capita.
  - 14%

- **Moderate transit expansion**
  - Moderately expand the city's transit system and improve transit service frequency.
  - 50%

- **Significant expansion**
  - Significantly expand the city's transit system and increase transit service frequency.
  - 36%

### Responses by Residential Location

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### Responses by Age

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<td>35</td>
<td>31</td>
<td>30</td>
</tr>
<tr>
<td>Significant expansion</td>
<td>94</td>
<td>14</td>
<td>29</td>
<td>28</td>
<td>12</td>
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<tr>
<td><strong>Total</strong></td>
<td>263</td>
<td>40</td>
<td>75</td>
<td>69</td>
<td>51</td>
</tr>
</tbody>
</table>
# Question 5: Transportation Priority

## Responses by Residential Location

<table>
<thead>
<tr>
<th>Primary Mode</th>
<th>Respondents</th>
<th>North</th>
<th>South</th>
<th>West</th>
<th>Surrounding Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primarily automobiles</td>
<td>9</td>
<td>0</td>
<td>2</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Maintain current mix</td>
<td>27</td>
<td>1</td>
<td>8</td>
<td>14</td>
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</tr>
<tr>
<td>Equal priority</td>
<td>124</td>
<td>17</td>
<td>32</td>
<td>53</td>
<td>4</td>
</tr>
<tr>
<td>Primarily alternatives</td>
<td>109</td>
<td>13</td>
<td>46</td>
<td>35</td>
<td>4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>269</td>
<td>31</td>
<td>88</td>
<td>108</td>
<td>9</td>
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</table>

## Responses by Age

<table>
<thead>
<tr>
<th>Primary Mode</th>
<th>Respondents</th>
<th>30 and under</th>
<th>31 to 45</th>
<th>46 to 60</th>
<th>60 and over</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primarily automobiles</td>
<td>9</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Maintain current mix</td>
<td>27</td>
<td>1</td>
<td>11</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Equal priority</td>
<td>124</td>
<td>21</td>
<td>25</td>
<td>29</td>
<td>34</td>
</tr>
<tr>
<td>Primarily alternatives</td>
<td>109</td>
<td>15</td>
<td>38</td>
<td>33</td>
<td>13</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>269</td>
<td>40</td>
<td>76</td>
<td>69</td>
<td>55</td>
</tr>
</tbody>
</table>
**Question 6: Resource Policy**

How much effort should be put into the mgmt of energy, air quality, GHG, waste and water?

- **Less effort**
  - Reduce our current efforts.
  - 3%

- **Current effort**
  - Maintain existing efforts.
  - 7%

- **More effort**
  - Improve our efforts.
  - 23%

- **Highest effort**
  - Achieve municipal best practices or better.
  - 66%

### Responses by Residential Location

<table>
<thead>
<tr>
<th></th>
<th>Respondents</th>
<th>North</th>
<th>South</th>
<th>West</th>
<th>Surrounding Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less effort</td>
<td>9</td>
<td>0</td>
<td>1</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Current effort</td>
<td>20</td>
<td>5</td>
<td>4</td>
<td>8</td>
<td></td>
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<tr>
<td>More effort</td>
<td>62</td>
<td>6</td>
<td>21</td>
<td>23</td>
<td>2</td>
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<tr>
<td>Highest effort</td>
<td>180</td>
<td>20</td>
<td>66</td>
<td>69</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>271</td>
<td>31</td>
<td>92</td>
<td>106</td>
<td>8</td>
</tr>
</tbody>
</table>

### Responses by Age

<table>
<thead>
<tr>
<th></th>
<th>Respondents</th>
<th>30 and under</th>
<th>31 to 45</th>
<th>46 to 60</th>
<th>60 and over</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less effort</td>
<td>9</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Current effort</td>
<td>20</td>
<td>1</td>
<td>7</td>
<td>5</td>
<td>3</td>
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<tr>
<td>More effort</td>
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<td>8</td>
<td>16</td>
<td>13</td>
<td>17</td>
</tr>
<tr>
<td>Highest effort</td>
<td>180</td>
<td>28</td>
<td>50</td>
<td>49</td>
<td>36</td>
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<tr>
<td><strong>Total</strong></td>
<td>271</td>
<td>39</td>
<td>76</td>
<td>69</td>
<td>58</td>
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</tbody>
</table>
B.3: Detailed Vision Scenario Results

The final vision is based on the popular votes recorded from all participants in the MetroQuest workshops. The following is a series of screenshots presenting the detailed results of that vision scenario.

The Scenario Summary shows the results of the current trend future (shown in orange) compared with the vision scenario that emerged from the workshops (shown in green). In this summary the performance of the scenarios is shown on ten ‘spokes’ on a scale where the outside of the circle is the best possible result. MetroQuest shows that the 50-year vision created by participants outperforms the current trend future on nine of the priority ‘spokes’ with the remaining spoke, fiscal health approximately equaling the current trend. While the vision scenario saves government funds by using existing infrastructure more efficiently it also spends more on expanded transportation and environmental programs.
This graph shows the housing mix in Lethbridge in 2006 compared with the mix in 2050 in the vision scenario (in green on the left) and the current trend scenario (in orange on the right). The shift toward more compact growth results in a shift away from large lot homes to homes on smaller lots, and attached and duplex homes. The decision of participants to move toward medium density (as opposed to high density) means that over 70 percent of homes will have access to some private yard, even if it is a small one such as in a duplex.
This image presents the population distribution in 2006 for reference purposes.
This image represents a concept map of how new growth may be accommodated under the vision scenario on the top and the current trend on the bottom. With higher densities shown in orange and red, it is easy to see the more compact nodes associated with the vision scenario in key areas in North, South and West Lethbridge. These ‘nodes’ correspond with areas served by transit and with access to commercial areas and amenities.
This image presents the amount of land use for various types of development from low to high density development in the base year compared with the vision scenario on the left and the current trend on the right. The vision scenario consumes significantly less land than the current trend to accommodate the same growth because of the compact growth policies selected by participants.
This image shows the distance and modes of travel for residents in the base year and projected to 2050 for both the vision scenario (left) and the current trend (right). The shift towards more compact development areas near transit combined with the investment in more frequent bus service results in both the reduction of total distance travelled as well as a shift to more alternative forms of transportation. This shift is further bolstered by the policies to encourage carpooling, walking, biking and transit as alternatives to automobile travel.
This graph highlights the average commuting distance of the vision scenario in green compared with the current trend in orange. The policy to encourage more compact development, particularly in mixed use areas allows more people to live closer to shopping, work and other amenities. The result is a significant decrease in the average length of trips.
These images and the ones on the following pages show the per capita and total greenhouse gas emission, energy use, water use and solid waste associated with the current trend (right) compared with the vision scenario (left).
The images above show an estimate of the amount of ecologically productive land that is required to support the population in Lethbridge, per capita and total. The scenario on the left (the vision scenario) shows significant savings in ecological footprint over the scenario on the right (the current trend scenario).
These images show the financial aspects of the vision scenario (left) compared with the current trend (right). The Fiscal Health result represents an estimate of the government spending associated with each scenario relative to government revenues (indexed to 100 percent for comparison purposes). The vision scenario shows a slight increase in the deficit over the current trend as a result of higher spending in transportation infrastructure and programs as well as increased spending on resource management programs. The vision scenario benefits from more efficient use of existing infrastructure due to compact urban development which helps to control government spending. What this means is that taxes will need to be raised moderately to support the programs set out in the vision.

The household cost of living associated with the vision is significantly less than the current trend, due to several factors:

- Decreased household transportation costs due to less distance travelled and a decreased need for multiple automobiles for many families due to better access to alternatives
- Decreased housing costs as a result of the availability of a wider range of smaller and more affordable housing types allowing families a wider range of options to suit their family size and budget
- Decreased utility bills as a result of greater resource efficiency.
B.4: Participant Approval of Vision

The following two graphs show the participants responses to the question “how do you feel about the vision? The first one breaks the data down by residential location and the second by age group. The results illustrate the high level of support for the vision.
Appendix C: Detailed Written Participant Feedback

C.1: Process Overview

During the series of five visioning workshops held in April 2009 each participant completed a worksheet describing their thinking on each of the key questions asked during the visioning process. The following presents all of the written comments received on participant worksheets. See Appendix E for a sample worksheet.

At the beginning of each section is an image created by http://www.wordle.net/. These images illustrate the most frequently mentioned words by participants. The most frequently mentioned words are largest and the less frequently mentioned words are smaller. Common words such as “and” or “the” are not considered.

Next all of the written comments for that section of the worksheet are recorded. These comments are organized into similar themes for easier review.

For each workshop the process was identical and followed these steps:

- Step 1: Participants recorded words that best described their vision (Section C.2)
- Step 2: MetroQuest was used to create, evaluate and refine a preferred scenario. The MetroQuest scenario process involves a series of 6 policy questions (see Appendix B). As participants answered these policy questions they also were asked to record their thoughts about the policies on their worksheets (Section C.3 through C.7)
- Step 3: Participants were asked to complete a series of additional worksheet questions to collect their impressions of the workshop and comments for City staff and Council (Sections C.8 through C.12).
C.2: Words That Describe My Vision

At the beginning of the workshop participants were asked to write down on their worksheets a few words to describe the most desirable future they could imagine for the City of Lethbridge. Here is what they wrote presented as a Wordle image followed by a list of all the written words grouped by theme.

![Wordle Image](http://www.wordle.net/)

**Safe and clean**
- A city that’s safe, productive, generous, fun, attractive to others, caring and reliable, offers opportunities for all but helps the hurting, encourages the young to be good city citizens
- Abundant
- Clean
- Clean
- Clean
- Clean
- Clean
- Clean
- Clean
- Clean
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• Clean
• Clean
• Clean
• Clean
• Clean
• Clean
• Clean
• Clean
• Clean
• Clean – properties well kept
• Clean – well planned
• Clean air
• Clean and adequate water supply
• Clean and beautiful
• Clean and safe
• Clean and safe
• Clean city, clean water
• Clean streets
• Clean, beautiful, safe, green
• Clean, safe
• Clean, safe and interesting
• Clean, well maintained
• Clean, well-maintained
• Cleaner communities
• Crime free
• Low crime
• Low crime
• Low crime
• Low crime
• Low crime rate
• Low crime rates
• More safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe
• Safe – crime free
• Safe – police service – fire, ambulance
• Safe (in law)
• Safe and clean
• Safe and friendly
• Safe city, easy transit
• Safe city, visible police
• Safe communities
• Safe community
• Safe living
• Safe – well policed
• Safe, healthy choices for all
• Safe, welcoming
• Safe, welcoming
• Safe/caring
• Safe/decrease homelessness
• Safer and cleaner downtown
• Safer for pedestrians and bicyclists
• Safety and security
• Safety and security
• Safety and security, roads and sidewalks, police presence
• Secure/safe

**Vibrant and beautiful**

• Aesthetic
• Attractive
• Attractive
• Attractive
• Attractive to visitors
• Beautiful
• Beautiful
• Beautiful
• Beautiful
• Colorful
• Dynamic
• Photogenic
• Scenic
• Viable
• Viable and vibrant
• Vibrancy through diversity
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
• Vibrant
downtown
• Vibrant downtown
• Vibrant, active downtown core
• Visitable
• Well maintained

**Compact growth**

• Avoidance of urban sprawl
• Build small communities
• Build up and down instead of out
• Compact
• Compact, less sprawl
• Controlled growth – who, how many, teach to become Canadian
• Dense housing reliant on non-car transportation, biking, walking, efficient public transit
• Density to accommodate walking and cycling to business needs
• Grow up
• High density downtown for seniors
• High density neighborhoods with amenities
• High rise condo
• High rises
• Higher density
• Inclusive
• Inclusive
• Inclusive
• Inclusive
• Inclusive
• Inclusive
• Inclusive
• Inclusive neighborhoods
• Inclusive neighborhoods
• Inclusive of all age groups, income levels
• Inclusive to all
• Increase density
• Increase senior multi-residential density around hospitals
• Less sprawl
• Less sprawl
• Limit the area size of the city
• Living in smaller area
• No more urban sprawl
• No runaway growth/urban growth
• No urban sprawl
• No urban sprawl
• No urban sprawl; build up not out
• Not too large, slow steady growth
• Not too much urban sprawl
• Perhaps higher density
• Potential for creating a city that isn’t tucked into suburban sprawl
• Reduced urban sprawl
• Same city footprint – no more sprawl
• Smart growth and walkable – ask rate payers (decrease sprawl)
• Stop urban sprawl
• Thoughts on how to keep growth limited – land wise
• Urban sprawl = no

Amenities
• A bigger shopping mall (than the park place) with a choice of better stores, almost comparable to stores in the big cities. People don’t have to travel
• A zoo, McDonalds, park, school, churches, bike roads and more bike parking places
• Access to hospitals
• Access to nearby amenities in every community
• Access to schools, recreation facilities, parks, healthcare facilities
• Access to shopping on the Westside
• Accessible – health facilities
• Accessible green spaces and city facilities
• Accessible health facilities
• Accessible shopping in all areas of the city
• Back to pool pass being available to U of L pool
• Better preservation/health services
• Charming shops and cafes
• Coffee shops with grocery stores
• Commerce and trade, industry
• Corner grocery stores
- Dentist/doctor all small scale
- Easily accessible shopping
- Expansion of hospital and clinic services
- Good air service
- Good health care
- Good health care facilities
- Good medical facilities
- Good medical services with parking
- Good services (shopping, pools etc)
- Handicap friendly services
- Handicap people
- Handicap washrooms
- Having hubs for working
- Head offices
- Health care system
- Health services
- Healthy food choices across the city
- Hospitals
- It has a very friendly atmosphere a very good medical facility, pathways and parks very nice
- Larger airport
- Medical services expanded
- Medical services, fire etc
- More amenities on west La
- More convenient shopping for farther out communities
- More industrial services
- More pubs
- Neighborhood commercial areas in existing neighborhoods
- Neighborhoods more complete – able to live, play and work in eg. Community, school, market store
- Not so much store congestion in south Lethbridge
- One stop shop facility for agencies serving families
- Service within walking distance
- Shopping
- Shopping facilities, both sides of river
- Shops and business on ground floor
- Sidewalk cafes
- Walkable – close amenities
- Within walking distance for all amenities

New Bridge
- 3rd bridge
- 3rd bridge
- 3rd bridge built
- 3rd river crossing, walkable neighborhoods
- Another bridge
At least 3 bridges
Build another bridge to the city from the Westside
I foresee another bridge connecting the west side to the south side Lethbridge
More bridges

Education
A bigger university as this attracts more students and helps the city’s economy
An educational Mecca
College city
College curriculum development
Community schools
Educational schools and sports fields
Excellent educational facilities
Good education facilities
has educational and employment opportunities – provides for excellent quality life
Have inviting atmosphere for university
Healthy educational opportunities
Highly educated population
Outstanding educational opportunities
Overhead walkways to cross road from residential to university and over 13 st
Small class sizes in schools
Unique and a global leader in innovation
University city
University/college jobs
University/program development
UofL, LC and public schools

Transit
A city designed for people not for cars
A place for people to work and have good jobs
A transportation hub
A user friendly transit service
Accessibility
Accessibility
Accessibility for transit
Accessibility to services, leisure activities in every area ie not having to cross the river for shopping, health services and employment opportunities.
Accessibility to streets, walkways, parks, fitness, housing, transportation
Accessible
Accessible
Accessible
Accessible
Accessible
Accessible
Accessible
Accessible
Accessible
• Accessible
• Accessible – affordable transportation
• Accessible – increase mobility
• Accessible, good road and bus network
• Active transportation
• Active transportation
• Alternative modes of transportation
• An enhanced transit system
• Be able to connect people from different areas
• Best public transit
• Better air transportation in and out of city
• Better public transit
• Better roads in residential areas
• Better transit
• Better transport
• Better transportation for seniors
• Bike lanes
• Bike lanes
• Bike lanes/roadways
• city where there is no congestion –
• City where you can walk
• Ease of access around town ($)
• Ease of traffic/transportation
• Ease of transportation
• Easy access routes
• Easy access to services by foot/cycle
• Easy to commute
• Easy to drive
• Easy to get around
• Easy to get around
• Easy to get around
• Easy transit access
• Effective transit (more frequent, better communications)
• Effective transportation
• Efficient
• Efficient
• Efficient – transportation, use of space
• Efficient services
• Excellent transit system
• Fair and inclusive
• Free moving
• Good cheap seniors transportation
• Good public transit
• Good public transport
• Good public transport system with frequent accessible buses
• Good public transportation
• Good public transportation
• Good road system
• Good road system, including bridges
• Good traffic flow/roads
• Good transit
• Good transit system
• Good transportation means – environmentally wise and efficient. Students, seniors and workers need to move daily
• High quality city transportation/city transit
• High quality, affordable public transportation
• Identifiable neighborhoods/mobility, ease of transportation
• Improve bus routes
• Improved transit systems
• Less cars, more walking
• Less vehicles
• Lots of interaction opportunities for all people and good transportation options remove necessity for individualized swim pools
• Low traffic
• Micro transit – smaller buses
• Monorail transit,
• More accessible transit opportunities
• More services for seniors – housing, transportation
• No cars – safe efficient public transit
• Non-motorized transportation
• Not congested
• Open to all modes of movement
• Orientated to people not cars
• People friendly – housing, transit, recreation
• Provision of adequate seniors transportation
• Public transit, large walkable core
• Public transportation
• Public transportation
• Public transportation
• Road from airport area across to Westside
• Road from Hardyville to Picturebutte across the coulee
• Roads – traffic movement
• Roads – transportation routes
• Sensible transport system
• Sensible transportation
• Site of airport – where?
• Stop building 50’s style suburb communities and start building communities based on walk to school, walk to work, walk to doctor, walk to groceries etc
• System for pedestrians to easily get across river valley
• Top notch public transportation systems
• Traffic flow and efficiency
• Train service to Calgary and Edmonton
• Tram/train to Westside – from downtown to Westside
• Transit eg. Train and buses more affordable
• Transportation
• Transportation alternatives
• Transportation corridors, pay by distance
• Transportation for all areas of city
• Uncongested
• Underpass walkways across roads, more bridges across the river, train access across the river
• User friendly
• User friendly public transportation system (fast, extensive network, planned for future expansion)
• Vibrant pedestrian only streets (eg. Stephen avenue mall)
• Walkable
• Walkable
• Walkable
• Walkable
• Walkable
• Walkable
• Walkable
• Walkable
• Walkable
• Walkable
• Walkable
• Walkable and safe
• Walkable city
• Walkable communities
• Walkable community
• Walking
• Wide main roads
• Work and shop within walking distance to home

Focuses on medium density, not apartments & growth control
• Do not grow too big – max 100,000 people by 2030
• Growth control
• No high rise buildings
• Not much bigger, limit size, stay same size
• Open
• Open
• Open plan
• Single family house
• Spacious
• Spacious
• Spacious
• Staying small and a community
Affordable

- Affordability
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable
- Affordable (not high municipal taxes)
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing
- Affordable housing for the seniors (60+ group) that reflects a quality of life in which they can thrive not just survive eg. Housing that allows spouses to remain together even though requiring assistance
- Affordable taxes
- Co-housing
- Control property taxes, increases should be no more than cost of living increases year to year
- Controlled property taxes
- Economic viability
- Economical
- Gentrification, turn downtown spaces into living spaces
- Good seniors housing
- has affordable housing –
- Hotels and more student housing on Westside
- House for seniors
- Household affordability
- Houses off the grid
- Housing affordability
- Keep costs down
- Less ritzy neighborhoods and more high rises with parks, green spaces and community centers
- Low income housing that understands the importance of companion animals
- Lower city taxes
- Lower taxes
- Moderate housing costs
- Multi-family housing
• My children can afford housing
• Retirement homes
• Retirement housing
• Senior friendly housing
• Seniors homes
• Seniors multi unit housing, apartment/condos
• Smaller affordable housing for seniors, students
• Smaller houses
• Student housing

Diverse housing choices for all ages
• Diversity of homes
• Growth – diversity downtown
• Housing diversity
• Increase downtown living, not just for seniors and low income people
• Mixed neighborhoods that are not ‘ghettoes’ of eg old/students/immigrants
• Mixed neighborhoods, schools and recreation facilities
• Mixed use residential
• Mixture of condos, single family dwellings and multi-family dwellings
• More mixed use/live – work areas in the city
• More rentable places
• Wide variety of housing types (SDD, 2 units, apartments)

Biking opportunities
• Abundance of pathways for bikes, strollers, skateboards and commuting. Barrier free for all
• Active – walk, bike
• Active citizens (walking, biking)
• Active people (walking/biking)
• Additional walking and cycle paths
• Bicycle friendly
• Bicycle parking
• Bike friendly
• Bike paths
• Bike paths along Mayor McGrath changed to reduce/eliminate exhaust fumes for cyclists
• Bike paths and walkways
• Bike paths to encourage biking to work
• Coordinated walk and cycle paths
• Cycling friendly
• Dedicated bike lanes
• Easy to walk/bike
• Footpaths/bike paths and pedestrian bridges across the river so entire city and river valley is inter-connected.
• Great cycling and walking paths
• Improved bike access
- Leisure walkway interconnecting city division
- Less cars and more bikes on the road
- More bicycle paths
- More bike paths
- Paths/walkways
- Pathway system throughout city
- Pathways would run all through neighborhoods as well
- Pedestrian friendly
- Pedestrian friendly
- Pedestrian friendly, services and trails
- Pedestrian/cycle friendly
- Protected walkways outdoors
- Running and bike paths
- Walk/bicycle path
- Walkable, bike-able
- Walking paths
- Walking paths in every area
- Water fountains along paths

**Green space preservation**
- “Prairie oasis”/preserve river valley
- A city that preserves and adds to its green space, parks and trees
- A clean, green attractive city with no traffic jams, open spaces and a vibrant downtown area
- A large number of outdoor playgrounds for kids of all ages
- A prairie oasis
- Abundance of parks on walking trails
- Accommodation for wildlife
- Adapted to landscape
- Aesthetically inviting or welcoming
- Aesthetically pleasing
- Aesthetically pleasing with trees and landscaping
- Ample park and green areas
- Appropriate (ie native) public landscaping
- Beautiful – architecture – layout – environment
- Beautiful park/green spaces
- Beautiful parks with connecting paths
- Bohemian
- Community gardens
- Community gardens
- Community gardens
- Community gardens in parks as part of community norm
- Community gardens/locally grown food markets
- Community squares, parks
- Community with beautiful parks and local gathering places
- Continue with a city full of trees
• Continued expansion of green areas
• Coulee & Riparian native lands all here and more recovered
• Coulee preservation
• Dark sky urban preserve parks
• Downtown with green space and finished buildings
• Enhanced parks
• Family based – parks and recreation, schools
• Forested
• Fresh with more river valley open for use, ie parks and paths
• Full of parks – safe, green parks, mature trees, walkable paths, interconnected
• Green
• Green – environmental
• Green – environmental sustainability
• Green – more trees
• Green (park space)
• Green areas
• Green areas, no wind
• Green city
• Green city parks etc
• Green space
• Green space
• Green space
• Green space
• Green space – lots
• Green spaces
• Green spaces
• Green spaces
• Green spaces
• Green spaces
• Green spaces
• Green spaces
• Green spaces
• Green spaces
• Green spaces
• Green spaces – clean
• Green spaces, footpaths and bicycle paths
• Green strip
• Greener – more park areas
• Greenery – parks/open spaces
• Green-foliage
• Healthy – vegetation (parks) – citizens
• Incorporating natural features into fabric of city
• Landmarks
• Landscaping that uses xeriscaping principles
• Larger green spaces
• Less wasted space
• Livable neighborhoods with small stores in walkable distance and neighborhood parks
• Local food gardens in and around city
• Local markets
• Lot of well maintained trees, green spaces, parks
• Lots of green space
• Lots of green space
• Lots of green space and mandatory recycling programs
• lots of green spaces
• Lots of open green space
• Lots of trees
• Lots of trees
• Lots of trees
• Lots of trees etc
• Lots of trees, flowers etc
• Lush vegetation and parks
• Mature trees
• More boulevard trees
• More community gardens especially for apartment buildings
• More dog parks
• More green
• More green space – plant more trees around overpasses turnpikes etc. along coulees – plant windbreak trees along the ridge
• More kids places
• More public spaces (more tax)
• More tree lined streets – including adding trees to streets without them
• More trees
• More trees in open areas
• More/better parks
• Natural
• Natural
• Natural beauty enhanced
• Natural beauty is kept
• Natural or green spaces
• Natural, clean
• Neighborhood parks
• Nice parks in every community – sub divisions
• Organic
• Outdoors
• Park development
• Park space
• Parks
• Parks
• Parks
• Parks
• Parks
• Parks
• Parks
• Parks
• Parks build on rooftops, parks between buildings
• Parks or green areas
• Parks with water
• Parks, more of them
• People outside in parks – sports, on streets
• Playgrounds, parks, bike paths throughout community and new developments
• Plenty of green parks and pathways
• Prairie oasis
• Prairie oasis
• Preservation and enhancement of public parks and facilities including seniors centres, more long term care facilities
• Preserve green spaces
• Pristine river valley – wild places
• Scenery – beauty vs rock and weeds
• Tree lined streets
• Treed
• Treed boulevards
• Trees and more trees
• Trees, trees and more trees
• Urban gardens and local food
• Urban space made to engage people not hide people

Recycling & Composting
• A city that does not have many landfills but many recycling facilities
• A recycling bin beside every garbage can/curb side pickup
• Better recycling
• City run composting facility
• Excellent recycling
• Fantastic recycling(Sherwood park)
• Good recycling facilities
• Green (recycling – literally)
• Home recycling pickup
• More recycle bins around town or better curbside pickup of recycling at house
• More recycling
• Recyclable
• Recycling
• Recycling
• Recycling facilities
• Recycling facilities
• Recycling of waste
• Recycling programs
• Waste management

Environment
• “green” city –
• A 1930’s style world’s fair utopian futuristic city with cutting edge transport, housing, energy sources and recycling
• A clean/green, resourceful city
• Active/clean and green/stress free
• Alternative energies
• Alternative energy
• Alternative energy
• Alternative transportation
• An environmentally conscious development plan
• Ban on lawn and garden pesticides – kill animal shelter
• Better use of water, better storm water treatment
• Caring/sustainable
• Chemical free
• Clean
• Clean air
• Clean air
• Clean and eco neutral
• Clean and environmentally conscious and safe
• Clean and green
• Clean and tidy and green
• Clean environment
• Clean water
• Clean, energy self sufficient
• Clean, environmentally friendly
• Clean/green
• Complete (100%) use of alternative energy (wind, solar, geothermal, biomass)
• Do not destroy natural environment
• Eco footprint reduction
• Eco-friendly
• Eco-friendly
• Eco-friendly
• Eco-friendly infrastructure
• Ecological ominous
• Efficient
• Efficient
• Efficient
• Efficient use of water
• Energy conscious
• Energy efficient
• Energy efficient
• Energy efficient
• Energy efficient/green
• Energy self sufficient
• Environment
• Environment conscious
• Environment minded
- Environment recycling
- Environmental awareness
- Environmental leaders
- Environmental sustainability
- Environmentally conscious
- Environmentally Friendly
- Environmentally friendly
- Environmentally friendly
- Environmentally friendly
- Environmentally friendly
- Environmentally friendly
- Environmentally friendly
- Environmentally green
- Environmentally involved
- Environmentally responsible
- Environmentally responsible
- Environmentally responsible
- Environmentally responsible
- Environmentally responsible
- Environmentally sound! For people and animals
- Environmentally sustainable
- Environmentally sustainable
- Environmentally sustainable – buildings, traffic
- Environmentally wise practices, trees, water use, education
- Exemplary/leader in alternate energy
- First of all, city of 2050 must be sustainable
- Free electricity (solar, wind)
- Free of all garbage
- Geothermal heating and cooling
- Get off frequent flying plane
- Green
- Green
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• Green
• Green
• Green
• Green – energy conscious
• Green – environmentally conscious – adequate parks/green spaces
• Green – with impressive, undeveloped coulees – don’t spoil them or the river valley
• Green and clean
• Green community
• Green energy
• Green house gas reduction
• Green! Wind/Sun power
• Green/environment
  • greenhouses on building roofs, solar panels on buildings
• Healthy – green space, excellent recycling facilities, excellent public transit, clean energy options.
• Healthy and environmentally sustainable
• Healthy built environment
• Keep the coulees as they are
• Leader in alternative energy
• Low pollution
• Lower pollution
• Minimal lighting “footprint”
• More self sufficient
• Native plants – grass – ecosystem
• Natural resources
• No pesticides in community gardens
• No pollution
• No pollution
• Nuclear free
• Opportunities for capitalizing on wind energy and technology industries
• Opportunity for sustainable development
• Pesticide free
• Pet friendly
• Preserved heritage
• Preserved natural river valley
• Preserving river valley
• Preserving river valley
• Promote biodiesel plants and pumps in area
• Promote new housing with solar paneling options and other green options like materials
• Protected river valley
• Renewable
- Renewable energy sources
- Renewable energy sources
- Renewable resources and energies
- Resourceful
- Retain river valley
- Reusable
- Safe attractive, more environmental
- Safe environment
- Self sufficient
- Self sustainable (renewable energy, clean water, clean air)
- Smaller footprint
- Solar city – utilize solar technology better
- Solar power
- Subsidies for residential solar panels
- Sustainability (work, community, projects)
- Sustainable
- Sustainable
- Sustainable
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- Sustainable
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- Sustainable
- Sustainable
- Sustainable
- Sustainable
- Sustainable development
- Sustainable energy
- Sustainable growth
- The ‘greenest’ city
- Think green
- Unchanged river valley
- Use renewable energy
- Using solar and wind energy
- Very green
- Water conservation
- Water conservation
- Water without fluoride in it
- Well planned, green friendly communities
• Well preserved coulees
• Wildlife
• Wind in design
• Wind powered
• Windmills/solar farms
• Wind-power

Arts, cultural, leisure & recreational facilities
• “arts” are encouraged and celebrated
• 92% supportive of the arts
• A state of the art performing arts center
• Active
• Active
• Active
• Active (Recreation centers)
• Active and healthy
• Alive
• Alive
• Ample recreation facilities
• Artistic
• Arts
• Arts and culture
• Arts and culture
• Arts and culture
• Arts and culture
• Arts and culture – widely available
• Arts and music
• Arts development
• Arts, entertainment with great pedestrian streets with lots of trees
• Arts/cultural diversity
• Available public programs/service/facility
• Being active
• Both leisure and work
• Build performing arts center
• Central multi-purpose meeting place
• Centre for the performing arts and cultural activities in the downtown core
• Centre for tourism and conferences
• City should be a facilitator
• Community activities
• Concert hall
• Concert hall
• Concert hall
• Conference center
• Coordinated access to recreational and natural areas
• Cultural
• Cultural
• Cultural diversity
• Cultural, including arts/culture/ethnic
• Culturally alive
• Culturally rich
• Culturally vibrant
• Culture
• Culture in downtown
• Diverse
• Diverse
• Diverse
• Diverse
• Diverse
• Diverse
• Diverse
• Diverse
• Diverse – age, culture, gender, sexual orientation
• Diverse (embrace diversity)
• Diverse but united, full of active, involved citizens
• Diverse population – age, ethnic
• Diverse population and their needs – incorporating many cultures with respect including native
• Diverse recreational opportunities
• Diversity
• Diversity
• Diversity (cultural, arts, housing/parks)
• Energetic
• Engaging cultural events
• Entertainment options
• Family orientation
• Focus on fine arts
• Fun
• Fun
• Fun
• Good recreation facilities
• Happy and productive place to live to give best aesthetics and recreation
• Health oriented
• Healthier
• Healthy
• Healthy
• Healthy
• Healthy
• Healthy – active citizens
• Healthy age demographic
• Healthy people
• Healthy people
• I believe family activities center for all ages, look after items of interest for youth throughout the city, keep them active.
• I see a city that has expanded the arts. I also see a city that respects all life, one that has found ways to compassionately and intelligently provide systems to care for companion animals.
• Independent community services
• Indoor playground
• Indoor(recreation) increased
• Large centralized recreation facility
• Leisure center
• Leisure needs
• Modern community facilities
• More centric of our culture
• More efficient recreation spaces
• More family “things” to do
• More focus on the arts
• More recreation facilities that are suitable for families – multiplex
• More support for arts and culture
• Multicultural
• Multi-generational
• Needs for handicap people – building and recreation access
• Neighbor commercial centre
• Neighborhood centers – community centers for services
• Opportunity (schools, work, leisure)
• Options for arts and culture
• Performing arts centre
• Post secondary opportunities, excellent recreation facilities and green spaces
• Progressive educational institutions
• Public art
• Public space that fosters community
• Recreation
• Recreation
• Recreation – family friendly
• Recreation activities
• Recreation arenas accessible for seniors
• Recreation center
• Recreation center
• Recreation center (not Ramada Millennium place, Sherwood park – collicut center, red deer)
• Recreation centers
• Recreation centers
• Recreation facilities
• Recreation options
• Recreational areas
• Recreational opportunities
• Regional centre (health/education)
• Service centre
• Sports complexes
• Stress free
• Stress free
• Stress free
• Supportive of the arts
• Supports active living outdoors
• Supports convenient active lifestyle
• Supports sports/Recreation
• Supports varied lifestyles
• Theatre
• Unique places of interest/multicultural
• Vibrant arts community
• Vibrant arts, contributes to healthy citizens
• Vibrant arts/cultural community
• Vibrant cultural community
• Vitality-active
• World class art gallery spaces

**Strong community**

• A city of choice
• A community to be proud of
• A kind gentle society
• A place people can be proud of
• A place that meets all of my needs
• A small city with all the facilities currently here, with large music hall and health facilities for an aging population
• A thriving community with a wide variety of services and activities for the population
• Active (events)
• Active communities
• Active community
• Active community, a lot of community events
• Active, involved citizens
• Ample community space
• An intelligent community
• Attractive of tourism
• Authentic
• Aware
• Balanced
• Balanced demographics
• Being able to raise a family safely
• Caring
• Caring
• Caring
• Caring
• Caring
• Caring (social)
• Caring and responsible
• City focus on core responsibilities, not what province won’t fund
• City that is unique in Alberta
• Civic pride
• Civic pride
• Collocation facility for non profits
• Communities that are integrated with respect to age, income, lifestyles
• Community
• Community
• Community – inviting
• Community building
• Community cooperation
• Community events
• Community events
• Community markets
• Community minded teams and goals
• Community oriented
• Community oriented
• Community unity
• Community/belonging
• Community/civilian involvement
• Connected – to region – to citizens – to global community
• Convenience
• Cooperation between city officials and residents
• Diversity of population demographics
• Easier regulatory process for city development
• Eclectic
• Encouraging volunteerism
• Engaged neighborhoods
• Evening community events
• Fair
• Fair treatment of citizens
• Family
• Family friendly
• Family friendly
• Family friendly
• Family friendly
• Family friendly
• Family friendly
• Family friendly
• Family friendly
• Family oriented
• Family oriented
• Family oriented
• Family oriented
• Family oriented
• Family oriented
• Family oriented
• Family oriented
• Family oriented
• Family oriented
• Family oriented services
• Fee structures (permits etc) in line with rest of province
• Freedom
• Friendliness
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly
• Friendly – inviting
• Friendly environment
• Friendly to seniors and families
• Friendly, clean good transportation
• Friendly/inviting to all age groups
• Friendship
• Full of opportunity
• Functional
• Get to know your city
• Good committee times
• Governance model that is effective, efficient and affordable
• Handicap friendly
• Happy
• Happy people
• Happy/inclusive
• Healthy place to live
• Healthy public policy
• History
• Humane; people oriented
• I want a cleaner more community oriented city
• If the city carried out what we voted for I would be very supportive
• Informed
• Informed population
• Integrated
• Integrated populations moving through daily life as they walk to work, shop locally, spend time in green spaces and enjoy culture/community/sports events
• Interconnected between ages, industry and non profits
• Interesting
• Intergenerational
• Inviting
• Large
• Leader
• Liberal
• Local food
• Locally oriented economy
• Locally sourced food
• Looks like a good place to raise a family
• Lots of local food and entertainment
• Lots of opportunities (cultural)
• Maintain integrity of older areas
• Make communities more user friendly for all ages
• Meeting place
• More community centered neighborhoods
• More community meeting places
• Need a sense of community
• Neighborhoods that know each other and look out for each other
• Nice community
• Open unity
• Open, participating council – ward system
• Opportunity
• Options for all walks of life
• Orderly
• Orderly
• Organized
• Over all best diverse group
• Participatory – community involvement in decision making. All access facilities and infrastructure
• Peaceful
• People oriented
• Plan for young community
• Positive
• Productive/efficient
• Profitable
• Progressive
• Progressive
• Progressive
• Progressive
• Progressive
• Progressive, forward looking needs of all
• Prosperous
• Prosperous
• Prosperous
• Prosperous
• Prosperous
• Prosperous
• Prosperous
• Prosperous
• Prosperous
• Prosperous
• Protective neighborhood having a multitude of services for all ages
• Proud
• Proud
• Proud community
• Public policy – open 100%
• Quality life
• Quality of life
• Quality of life
• Quality of life to most people
• Quiet
• Quiet
• Quiet
• Quiet
• Racially diverse
• Realistic
• Reasonable and responsive civic government
• Representative
• Responsive to needs of groups of residents
• Self-supporting
• Senior support
• Sense of community
• Service oriented
• Small city appeal
• Small city, big town (one community)
• Small town atmosphere
• Small town feel with big city access
• Small town feeling, very community oriented
• Smart
• Smart
• Smart
• Social harmony
• Socially harmonious
• Spirit of volunteer
• Stay small city (no Calgary or Edmonton)
• Strong nonprofit voluntary sector
• Strong sense of community
• Supportive
• Supports new ventures/business
• Technology
• Thinking about responsibility before rights “what citizens can do for the city”
• Thriving
• Thriving, flourishing
• Transparent, honest city council and accessible
• Understanding of citizens
• Unity
• Variety
• Volunteerism
• Volunteerism/family oriented
• We are striving to support and maintain things that encourage people of all ages and backgrounds to be meaningfully and intimately involved in the community
• We need to provide for all age groups, knowing also that there will be a larger percentage of seniors than the present
• We should still call it town not city
• Wealthy
• Welcoming
• Welcoming
• Welcoming
• Welcoming
• Welcoming community
• Welcoming to all
• Welcoming to small business
• Young
• Young people need to be more involved, but we need the work to keep them here

**Vibrant downtown**

• A revitalized downtown
• A vibrant downtown
• A vibrant downtown that is pedestrian friendly
• Accepting diverse downtown
• Better preservation of the downtown
• City that preserves and honors its historic buildings and revitalizes the downtown core
• Curb downtown building
• Downtown core housing
• Downtown grocery store
• Intense downtown
• More business with full downtown
• Revitalization of downtown area
• Revitalized downtown – heart of the city, performing arts centre here
• Strong downtown
• Thriving and pedestrian friendly downtown
• Thriving downtown
• Trendy (downtown)
• Upgrade downtown
• Vibrant active downtown
• Vibrant downtown
• Vibrant downtown
• Vibrant downtown
• Vibrant downtown
• Vibrant downtown
• Vibrant downtown
• Vibrant downtown
• Vibrant downtown
• Vibrant downtown – shopping, eating
• Vibrant downtown core
• Vibrant downtown core ie. more housing
• Vibrant downtown neighborhood ‘third places’ community owned
• Vital downtown
• Vital downtown
• Vital downtown

Well-designed/planned
• A city that exemplifies the use of current technology and education
• A revitalized core with people living in it, shopping in it etc.
• Adequate road network
• Avoid ghettos by zoning
• Barrier free – motorized scooter, wheel chair
• Better planning on the west side
• Buildings
• Buildings better and safer
• Centre of commerce and trades
• Designs
• Diverse
• Imagination in development
• Imaginative (decentralized energy solar panels and wind generators)
• Infrastructure
• Innovation
• Innovative
• Innovative
• Innovative
• Innovative
• Innovative
• Innovative
• Innovative
• Innovative and current
• Innovative service/development
• Intelligent architecture
• Intercity roads
• Modern
• Modern
• Modern
• More roads
• Nice architecture
• Nice flow
• Nice well planned neighborhoods
• Organized – plan for future
• Plans and actions
• Proactive for the future – not reactive
• Provision – availability of resources
• Reborn downtown
• Rejuvenated
• Revitalized city core, build up not out
• Tax incentives for better architecture
• The design and progress of the city should be practical, effective and efficient
• User friendly
• Utilizing new technology as it becomes available
• Vibrant city core
• Visionary (smarter planning)
• Well balanced
• Well planned

OTHER
• ‘back to the future’
• A business center of excellence
• Adequate employment
• Adequate or new infrastructure
• Area hub
• Attractive to new business and future development
• Attractive to new businesses
• Better off than now
• Bright easy to navigate
• Business – manual industrial
• Business friendly
• Business growth
• Bustling trade corridor
• Challenging career opportunities
• Comfortable to all diverse groups
• Continued past secondary success
• Curb cuts for my wheelchair
• Displaying strong work ethic
• Doors on stores
• Eating more local food
• Economic center
• Economically diverse
• Economically prosperous
• Employment
• Employment opportunities
• Entrepreneurial
• Fiscally responsible
• Fiscally solvent
• Flexible – adaptable technology and demographics
• Forthright mayor, city council
• Get more industry in this city for future growth
• Get rid of all big box stores
• Heritage preservation
• Highest taxes – hospital
• Historic – city’s history is highlighted
• Historic preservation
• History preserving (buildings – homes – streets etc)
• I don’t understand how 150,000 population was established. I think this is unlikely – will any examination be done for lower levels (say 90 to 100,000?)
• If it’s not broke don’t fix it
• Increase in economic development, therefore will be more affordable for families and seniors. The city will have many opportunities for children and adults alike
• Increased easily accessible health care (hospitals, clinic, medical centres)
• Independent small business ownership
• Industry
• Integrated with area – farm, market, gardening
• Interesting process
• Invisible infrastructure
• Jobs
• Jobs
• Jobs – everyone has purpose
• Keep historical houses
• Keep the big box stores outside of downtown
• Keeping historic sites separate from shops and ‘new and modern age sites’
• Large percentage of young people 14-25
• Lead buildings
• Less business in residential areas
• Less major roads
• Less overall regulatory burden
• Light hi-level bridge
• Lush
• Maintain historical buildings
• Mandatory spay/neuter of companion animals
• More spiritually aware
• Not having such distinctions between expensive and poor neighborhoods
• Preservation and promotion of history
• Preserving historic buildings
• Progressive business environment
• Quality food
• Reasonable cost of living for housing, taxes, utility services
• Reduced cancer rates
• Retirement friendly
• Revenue neutral
• Rules and regulations for rental homes
• Savvy and enterprising
• Seeing scenarios using real data from the votes and comparing current scenario with new scenario
• Serving the needs of both its own population and those of the surrounding areas
• Sidewalks on both sides of the street in all new developments
• Sign languages and captioning in all public places, be it hospitals, schools, churches, police stations etc. This can be on TV monitors
• Small business growth
• Smaller roads
• Stay away from ‘ghetto’ style building
• Still easy to get around
• Street car system
• Strong businesses
• Sustainable/Local food
• System where city council is accountable and responsive to taxpayers
• Take advantage of strengths
• Tourist attractions
• Traditional
• Urban farm towers
• Very 2050’s
• Visiting
• Voting
• Westside employment center
C.3: Development (Density and Location)

Benefit of the Vision: Compact Growth

- A move towards slightly higher density
- An increase in affordable housing, in income, in the tax base
- An opportunity for west Lethbridge to have the amenities it should given the population. Balance higher density development to maintain affordability for students and seniors
- As the population ages, more simple home dwellings in the existing city will become available. Higher density housing will be needed for lower income/students/'hit by recession’ talks. The ‘golden age’ is over. More shared areas/communities/parks/responsibilities
- Avoid urban sprawl go up not out, fewer large lots but more space between homes
- Before we continue to develop the city, we should improve that which we have, a sort of ‘renovation’ of the city
- Better transport will limit the urban sprawl and will help population get around
- Build medium and high density around university & college, downtown areas as well as around the ‘mall’ space in the south of Lethbridge. Have the roofs of buildings be greenhouses and park space and solar panels on buildings
- Building up not out
- By not expanding into vital farmland, keeping boundaries close to where they are our future food supply will be maintained for growing populations
Calgary urban sprawl…what a nightmare! European countries have done very well with density issues. High density areas can look very attractive ie. March loop

Caring about future generations when we choose how we live

Cognizant of sprawl, we do need to consider higher downtown density and neighborhood that are self contained

Compact housing/apartments in more of a village theme in each developed area on Westside. Make it more people friendly right from the start

Consider large downtown square surrounded by store fronts and residences in multi-storey buildings.

Continue to refine and develop existing areas

Control growth in a way that minimizes urban sprawl and economic footprint

Control urban sprawl and work toward bringing people back to the core with dwellings like condos, shops.

Current footprint, outside growth restricted

Current model follows a logical progression to take advantage of infrastructure (keeps taxes lower)

Decrease single persons (grandparent live in regular home with yard)

Definitely no development for residential and industry east towards Coaldale.

Denser housing around college and university for students.

Denser housing for seniors/young people in downtown core – especially using upper floors of businesses

Density

Density – where it makes sense higher density, near bus routes, downtown near university/college

Density downtown was popular and living space above stores seems very good, especially downtown

Density relies on community services

Develop communities with stores and business centrally

Develop downtown multi-housing

Develop north and south, mostly compact

Development needs to increase the density to keep the cost of service in check although West Lethbridge is a higher development cost, it utilizes the poorer agricultural land

Don’t spread out

Downtown living

Encouragement of more density to me density is vibrancy – people need a choice and a range – need to encourage more people living again in the downtown. Keep it balanced, we want one city, not two.

Encourages compact development: row housing and smaller single family homes (900sqft on main level)

Excessive low density results in urban sprawl

Fewer parking lots/spaces to allow more room for infill building/bike lanes/gardens

Gentrification is important

Get a prefix!! RE-development instead of building out (sprawl). RE-develop and build up

Given the attention this group had to environment, I fail to see how people support west development so strongly. They must have failed to consider eco-footprint of west development

Grow within current limit – not on pure land. Fill in city center

Growing – filling in downtown
• Growth in house and economic must be kept in check. If there is a down turn economically both community housing and business property can be left unused. All must be regulated and revisited
• Having input on where and how Lethbridge may grow. I would like to see Lethbridge ‘fill’ in existing space rather than sprawl further
• High density
• High density accessible to amenities, jobs and services
• High density development not only decreases the city’s footprint, improves alternative transport options but will also reduce the cost to maintain infrastructure
• High density development should include interim green spaces, need more services, destinations on the Westside
• High density in the downtown and neighborhoods surround downtown leads to a vibrant, lively downtown. It would reduce urban sprawl, commute times and the eco footprint of the city
• High density input into low density area affect $ etc
• High density/high end development downtown
• Higher density
• Higher density
• Higher density along major thoroughfares with shopping/transit
• Higher density decreasing urban sprawl
• Higher density gives us more choice in housing while still offering current choices
• Higher density in all areas of the city helps make Lethbridge – walkable, clean, affordable, friendly
• Higher density or current footprint would allow for increased service, less cost
• Higher density senior housing close to the hospital – (would also make effective transit in that area possible)
• Higher density will enable better alternative transport and be more sustainable and walkable and affordable
• Housing not only higher density but also better build, more aesthetic, more connected to services. Not vinyl sided boxes with no yards.
• How are you going to accommodate lower density… tear down existing structures… rezoning to create urban residential opportunities… incentives to tear down and build up
• I think that containing ‘sprawl’ is important and pleasant usage of all facilities requires a control of the area being served
• I think we should look at where it will be most cost effective but also how we can reduce our impact on the environment
• I would really like to see greater development of resources within existing subdivisions. It seems like basic services require a lot of travel (closer to home)
• If retirement is the fastest growing group, we need increase of higher density
• If the population is aging, the 2 storey built form (med density) does not work because of stairs
• In order to be sustainable and support the idea of walking biking and transit, increased density is required. This allows the critical mass to occur for a good transit system
• Increase density
• Increase density – complete and well used homes
• Increase density around the downtown and university cores, high density housing in lots of green space
• Increase density in downtown area will lead to a vibrant downtown
• Increase density in present area of Lethbridge, focus on areas that can be easiest served by good utility service.
• Increase in density of existing houses with increase in green area as well
• Increase population living in downtown core
• Increase residential density downtown and create denser mixed use areas in places well served by transit
• Increase senior multi-residential density around hospitals
• Increase usable green space for use for people in higher density noising (stormwater ponds are not usable)
• Increased density = more people = more services in a small local area = stronger sense of community = less need to drive.
• Increased density leads to more sustainable communities where people are able to be more interacting
• Increased density means more people can walk to various locations or for public transport – less reliance on vehicles
• Increased gentrification is a necessity and the right thing to do but it does not excite me
• Increasing density along main streets of north, south and west Lethbridge. Restrict expanded footprint of city
• Increasing density but not to an extreme
• Increasing density encourages development of cohesive community
• Increasing density keeps infrastructure costs down and improves environmental sustainability, also allows for alternative housing types in all income brackets
• Less urban sprawl
• Let’s get the builders on side – build what people need, not what they dream about
• Lethbridge can’t be a town forever, so it is more efficient and effective to focus on internal development. More support for higher density housing, and try to restrict the geographical sprawl of development. A contained city is my vision for the future. This way road networks can work more efficiently and same with transit systems
• Lethbridge in the future will still be primarily single family while people voted for denser development they may not mean for themselves but think that would be good for others. Actual market indicates the people want bigger lots and single family homes
• Lethbridge isn’t yet constrained by a massive core and sprawling suburbs as there is a chance to create functional community cores in the areas of new development as the city expands. This will reduce transit requirements and mitigate urban decay seen in larger centers
• Lets limit our sprawl
• Like the high and low density
• Like to see higher density in downtown core (rec, bus, svc)
• Limiting urban sprawl
• Lower density in west leth, compact existing neighborhoods
• Maintains a short commute mentality
• Majority recognize a necessity to restrict the current growth trend in the city footprint by increasing density and that growth be distributed in S,N,W Lethbridge
• Make west Lethbridge more ‘livable’ businesses, recreation and employment opportunities are limited. Very boring sprawling suburbs
• Med-high density will also help with transit
• Mix higher density architecturally sensitive buildings in older established areas.
• Moderate compact density
• More commercial growth on the west side but still maintain growth to all areas of leth. I love large lots but considering the environment I believe it is necessary to develop with more density. I
would not like Lethbridge to consume land like LA – we need to maintain harmony with natural vegetation and farmland

- More community in neighborhoods and complexes for apartments and townhouses (community squares – block parties)
- More compact
- More compact
- More compact
- More compact
- More compact areas closer to desirable services eg. If you want a huge yard, you can’t live downtown
- More compact density
- More compact density
- More compact density – allows more options in the same neighborhood
- More compact density downtown
- More compact density gives more diversity, more diversity means more options and people Lethbridge should be Lethbridge, not just one side.
- More compact density in north and south Lethbridge accommodates increasing population while limiting urban footprint pretty much to current one
- More compact density location west Lethbridge with increase push for more bridges to handle more traffic
- More compact density would lessen the city’s eco-footprint which I feel is incredibly important to maintain a healthy community
- More compact development (slightly higher in downtown and west core density)
- More compact growth with mixed-use policies
- More compact with many people living close to work, shopping, rec, green spaces
- More dense residential around the college and university with affordable rent for students
- More density in west leth, south Lethbridge and downtown
- More efficient use of the existing footprint
- More housing in downtown area
- More medium to high density housing will lower transportation time and encourage growth in those neighborhoods to have a distinct community feel
- More multi-housing north and south
- More townhouses/apartments
- More trendy downtown would support high density residential eg. Stores/cafes with lofts above in south/north
- Most of the high density should be downtown
- Moving in the direction of stopping on discouraging sprawl – increasing density! A more compact city
- Multi level units, modern landscaping, small service locations built in
- Must be denser – commute time, save land, reduce water and energy
- My concern regarding excessive expansion in west Lethbridge is it could cause transport problems re. bridge use
- Need to avoid urban sprawl
- Need to restrict W Lethbridge to avoid 3rd bridge or grow north in west Lethbridge and develop employment on Westside
- No low or very low density
- Nodal sustainable density to reduce vehicle movement, community centers adjacent
• North and south expansion will lead to vast sprawl
• Not encourage urban sprawl – stay within our existing boundaries
• Nothing – urban sprawl – ugh!
• Opportunity to create more compact housing reduces eco-footprint, more community member interaction via shared spaces (community parks, gardens etc). In future eco-neighbourhoods (like sunridge model) stick to more compact housing; the huge 2500sqft homes undermine the spirit/common sense of eco-friendly.
• People are willing to live in more compact housing
• People may want to live in low density housing but will live in what’s available and we need to be responsible to the future and not selfish wants, focus on high density
• Potential opportunities to restrict growth in ecologically sensitive areas or agricultural areas and have a more high density development, old areas should be improved upon without using new land
• Price of housing will become more of an issue requiring more density (ie smaller homes)
• Problem inherent in the social/psychological impact – high density and related increase in costs (social)
• Providing density that makes the city walkable and services close to housing
• Recognize impact on agricultural land and need to minimize that impact
• Redevelopment not an option? We already have land for commercial, industrial, residential to support a city of 200k plus
• Redevelopment of dilapidated areas is necessary, replace single family areas into higher density, accessible and affordable housing
• Reduce sprawl and parking lots, prevent big box stores eliminating, planning our main arteries. No more strip development, no more south of 6 mile, nw N43rd, coulee.
• Restrict development in a wide area around existing footprint. Development within existing (2009) footprint only!
• Restrict growth in left
• Restrict growth on fringe as much as possible
• Restrict sprawl and force growth upward (not an option on the voting machine)
• Restricted growth, ironically, could result in rural sprawl and regionally consume more land
• Safety and green space in higher density areas. Support and education/services will help prevent ghetto style areas
• Seniors will like to live closer to downtown
• Sensible planning vs reaction growth
• Smaller, multi-family housing units
• Stop building out, build up
• Stop urban sprawl
• That expansion into productive agricultural lands is limited and that a wider variety of housing option are available under a more compact development plan
• That there is openness to looking at more compact housing options
• That we are considering higher density
• The decreased traffic to south and north side from the Westside
• The density will make transit better I hope
• The opportunity to be more efficient and environmentally conscious by increasing the density of housing.
• The restricted growth would also increase the amount of wasted power and commuting time
• There are real constrains to expansion in north and south Lethbridge
• There is need for growth in north and south to allow the right kind of density
• There is need for more density in all parts of Lethbridge
• This is really where new ideas are needed, with an aging population we need downtown apartments and condos for them to move to, freeing houses for young. Look at the squares in Europe with accommodation around them and parks in the middle
• To create more walkable neighborhoods add townhouses or condos above downtown businesses
• To increase vibrancy of downtown core we need some more good quality high density housing downtown
• Too much density in closed spaces are undesirable
• Trend for easy maintenance (ie condo vs detached home)
• Underground parking for multiple housing and malls, less strip malls for aging people and walking space in
• Urban sprawl is more costly for construction of roads, for utilities/services and city trans
• Urban sprawl restricted
• Urban sprawl should be contained
• Use already available land for infill potential
• Very dense residential
• We are moving in the same direction as Calgary, except our nucleus is dead/dying. We need to concentrate housing downtown and limit the sprawl that it taking place in all directions
• We can curb urban sprawl – save farmland and connect people to each other (build a community feel)
• We need to grow up not out for more dense residential areas, particularly close to downtown or other commercial areas
• We need to increase density and help alleviate urban sprawl which is too costly to maintain this model
• We need to think up rather than out (mind you I’m a west coaster and have Victoria and Vancouver in my blood)
• Well designed, attractive townhouses with green space/playgrounds.
• Well planned denser housing to make it attractive (green spaces, yards, courtyards) close to amenities – vibrant downtown
• While housing density increases, I don’t want it to come at the expense of green strips and parks
• Why isn’t growth discouraged to the Westside?
• Why wasn’t growth discouraged to the south?
• winter, the larger malls work better
• With the current plan needed Westside can occur with downtown growth as well reducing urban sprawl, doesn’t waste space
• Within existing footprint
• Work on improving what we have
• Would like to see downtown with more ‘loft’(housing above stores). Using what we have
• Would like to see less sprawl/greater density

Benefit of the Vision: More diverse housing choices and growth/expansion
• A 3rd bridge is essential in Lethbridge, the Westside is growing and so are our infrastructure needs
• All areas of the city get developed. Infrastructure is assumed to be in place and is able to accommodate expansion. Keep costs for infrastructure under control
• Allow all areas of the city to develop as is now
• Balance development in the city
• Balanced growth allows choice in housing that can accommodate work, schools etc (as opposed to focusing on one area that may impede/aggravate commute times)
• Business that allow for a smaller footprint
• Business/residential on Westside but not industrial
• Choice without restriction
• Communities that have residential, commercial and social spaces. It doesn’t matter so much where you expand, just as long as it’s done right
• Continue current trend will allow uniform growth throughout urban area. Don’t wish to see any certain area become primarily industrial etc
• Create balanced access to downtown facilities ie the Yates, churches etc
• Develop north of west Lethbridge
• Develop west Lethbridge so that it is more accessible. More development of businesses and shopping choices
• Developers must supply community park/picnic area playground for ever new neighborhood built
• Developing a stronger cohesive community on the Westside with community hubs of services that do not require a trip across the river
• Development focused on Westside
• Development in all areas of city is most likely to result in balance – both in land use, but relates to so many other factors (accessible transport, business/retail, aesthetics, footprint and fiscal tradeoffs. Infrastructures and affordability. What vision possibilities result in likely attracting people, economic bases, sustainability
• Development in all areas of the city is important
• Development of more services/jobs in west leth. Need for more river crossings especially Chinook trail
• Distribution of population
• Diverse choices
• Diversified – not in one area
• Diversified living – apartments and rentals
• Diversity is key, but current trends are important. My preference is low density, but not everyone has the same wants and needs as me
• Downtown business and residential development should be a top priority for the city
• Easy access to natural areas and lots of them. Western Canada is open. No to high density.
• Encourage downtown revitalization
• Encourage equal growth of Lethbridge, everything is on the south side
• Encourage neighborhood business development
• Equal density in all areas
• Equal growth in Lethbridge
• Equal in all areas from Westside 24/7
• Equal no divisions not segregated
• Expansion readily available
• Family dwellings where needed
• Geographically, expanding on the Westside would be our smartest move, as less pipes and construction would be reduced to move water from the river valley
• Grow more in west and south
Growing in west Lethbridge is feasible as 40% of residents are already there, less travel

Growth all over city, not in one area only

Growth in all areas

Growth in other regions of city has not been kept equal

Growth should be encouraged in all areas of Lethbridge

Growth should continue in all parts of the city to allow people the choice of where they would like to live

Growth should occur in all areas to allow all communities to remain vibrant

Have a combination of housing types,

Have different areas or neighborhoods that will develop differently. Some areas can be zoned higher density, others lower to give citizens choice of areas to live according to their preferences

High focus on downtown as business center

I feel that the growth in west Lethbridge is important to keep the city moving, hotels and restaurants could attract parents of students enrolled in university

I like the city’s parks, we need more places for rent for singles and more regulation to stop condo conversion and stop financial eviction

I like the fact that the city is encouraging growth on all 3 sides

I like west Lethbridge the way it is in terms of development, if I wanted more options, services etc I’d live on the south side

I t would benefit me if the new growth would be on the Westside

I think development in all areas of the city provides choice

I think growth should occur in all parts and allow the city as a whole to thrive

I think medium density is good for a variety or a selection or a place and a choice

I think that the current planning model is the best in that all areas of Lethbridge are to grow. To limit growth in certain areas may be detrimental to overall population health, success and viability

I think we should plan growth of the city so that all areas are diverse, representing a mix of age groups and economic levels ie. Avoid ‘poor’ neighborhoods

I understand the economic advantage to high density housing and small lot sizes. I feel that this is hard on the human psyche I would like to see bigger lot sizes even if it means slightly higher taxes. I like sidewalks on both sides of the street and I favor gridded communities as opposed to the new suburban villages. People drive too fast on all those curvy roads with very few intersections. Also, this type of community encourages driving as opposed to walking or biking because of the lack of schools, stores and other conveniences within them.

I wouldn’t like to see this city full of high rises, I like urban sprawl

If focus is only put on certain parts of the city then is the other areas left to age?

If make one part new, people will move and abandon old making things less feasible

It is critical to have smaller shopping groceries and services centers spread throughout the new residential development

It will be nice to see development all around the city, it should allow for a city that balances out to all directions in terms of housing, recs, leisure and business and education access. The Westside needs access to all the above as well

Keep it balanced, more commercial on Westside to keep people from traveling

Keep up the infrastructure

Keeping Westside smaller, less development, nice to have area with less commercial. Not in favor of limiting growth

Lower density is still preferable option for many

Maintaining a diverse density
• Medium density homes with small yards access to the street are preferable
• Mixed land use
• Mixed use development
• Mixture of homes on lots, multi family and business with housing on top
• Moderate expansion which includes the bridge
• Moderate growth and change
• More commercial development on Westside would make life easier
• More eco-friendly housing
• More expansion of commercial and residential in all areas
• More growth in all areas
• More houses
• More on the Westside alternative housing plans, multi family buildings with large green and
garden space. As well, sustainable energy systems for the buildings. I feel that development in all
areas of the city will help
• More options of housing for people, apartments, downtown not just single family homes
• Need to have equal growth if the city allows infrastructure to be added
• New bridge Westside (already in the works?)
• New bridges will be required as Westside grows
• New infrastructure corridors to support the development
• No area should be more densely populated than another, keep the population density evenly
balanced
• No big high rise, 4 or 5 levels max.
• No one area of the city should have very high development rate
• North-south developments, how many people live in city centre?
• Offering choice in housing, not everyone can afford or wants to live in a single family home.
• Opportunities for unique and alternative developments in all areas
• Optics – trendy?
• Please increase lot sizes they are too small for families with small children
• Please no real high rise building only 3 or 4 stories
• Prefer more open city with connecting biking/walking routes that are not on road system but rather
away from exhaust fumes
• Prefer north/south growth as I believe that louder vehicle use might be in future as transit usage
would be more effective if improved
• Preserve historic single family homes especially in London rd area, but allow granny flats.
• Progress – community involvement
• Provide a balanced offering of low, medium and high density housing
• Redevelopment of old areas should be top priority
• Residential/commercial dual usage of large buildings
• Resourced in existing neighborhoods not just city outskirts
• Revitalize downtown both with commercial and residential, arts and green spaces
• Some development could go to neighborhoods and communities
• Some rezoning allowing residential opportunities over more current businesses.
• Spreading development around city to prevent overburdening on infrastructure and emergency
services in certain areas
• Steady as she goes, keep development general throughout not focus on any areas
• Steady increase
• Steady, maintained growth throughout all city quadrants, no geographic limitations
• The ability to offer single dwelling houses with multi-dwelling houses built as required
• The all Westside growth would abandon the crumbling core, wasting space
• The freedom for development to occur in the best place – better allow for creativity to take place to lead to better developments, both single family, mixed use, walkable etc types of development.
• The idea of a more developed downtown.
• The new west Lethbridge centre will obviously pull growth to the west
• The opportunity for more development on the Westside, allowing for more services and a family oriented part of town
• The possibility of shaping a community where there is a more concentrated mixture of housing and
• There is more room for growth in west Lethbridge, but more supportive infrastructure would be necessary
• To foresee that the whole city is evenly balanced out
• To plan for orderly growth
• Variation in density within communities, high density near health, community and transportation facilities
• Variety in each community
• Want variety of housing and size of businesses
• We are all leth, there should be no separation
• We do need to see more high rise apartments, but a diverse type of housing is best. Low density – to high density and location should be encouraged all over Lethbridge and area
• We have choice of where to develop and at what rate
• We need more housing options than we currently have, some densification is required
• We need more on the Westside eg super markets, restaurants
• We need more rental units but don’t put blocks of 4plexs together allow them to mix in with single housing units
• We need to expand west Lethbridge to accommodate the university, hotels on the Westside
• We need to keep our youth employed – hence growth is essential for family orientation
• We should not restrict people’s choice for where they want to develop and live
• West is currently underserviced and the model will allow that to be made up
• West Lethbridge more and bigger business development
• West Lethbridge needs business and services on the Westside which potentially would reduce the eco footprint in the city
• West Lethbridge needs commercial business and social centers, high rise, student housing
• West Lethbridge needs developed with more shopping and affordable housing for young families and seniors. Another bridge is needed now, was supposed to be built in 1998.
• West Lethbridge needs more balanced grocery options
• West Lethbridge residents need services – especially student who often are inhibited mobility wise
• Westside can’t cope with more development without another bridge
• Westside expansion, housing/bedroom community. Shopping in one area, industrial in another
• Westside needs commercial growth
• What cost is involved with development in west Lethbridge as compared to north or south
• Why isn’t growth encouraged to the east?
• Why not go east?
• Would like to see more growth in all areas of Lethbridge equally. However Westside would benefit from more growth to be equivalent to south Lethbridge

Benefit of the Vision: Architecture/Design
• Downtown renewal was not offered as option
• Greater utilization of back alley and pedestrian heavy areas.
• Higher standards of buildings (architectural details)
• If the locations of where development is allowed/permitted, it may work to stifle the creative process
• Land availability
• Location should maximize value of existing infrastructure
• Love the new expansion on the north side. Previously very isolated from all shopping areas
• Make downtown living more attractive
• Make unique apartments architecturally, so people enjoy and take pride in living in them (not just boxes with walls)
• Opportunity to plan neighborhoods, recreation facilities, mixed aged dwellings and transportation hubs. Regenerate downtown, vegetable shopping near downtown.
• Some of London Road area needs to be take down and rebuilt
• What will the housing look like in the future?
• Where are you building for the retired people and will things be handy for them. Groceries, doctors etc

Benefit of the Vision: Preserves Green Space
• Centralized recreation areas with surrounding increased housing
• Cost of land and location for landfill and roads and parks – sport facilities
• Healthier lifestyle and individuals with less chronic disease and improved mental health
• Hopefully more family circles with parks and grass fields
• Larger green spaces, places for churches, community centers.
• More trees/culture/structure on Westside
• Park areas in each area of the city
• Plenty of green space
• Shared green space
• The opportunity to keep green space

Benefit of the Vision: Access to Transit and Alternatives
• Commercial development that encourages foot and cycling traffic
• Everything hinges on public trans
• Good access to bus system or a alternative trans
• Growth directed towards areas equipped with multi-lane roads to handle increased traffic loads
• Important for better transportation increase community more central locations for people to gather
• More directed towards pedestrian traffic or cycling ie biking lanes on roads
• Smaller buses operating more frequently
• Sufficient traffic roadways
• There’s a big gap between two reasonably compact sections of the city. Why not keep growth to one side of it so as not to increase traffic across the valley
• Transportation concerns
• Walkability should be a priority
• Westside really lengthens drive times

Benefit of the Vision: Amenities
• An easy west balance = less need to have all the westsiders go east to work
• Balance of services in each so that residents can acquire services close to their homes. This reduces some transportation requirements and volumes
• Development needs to include easy access to commercial areas
• Grocery and retail improvements to west side
• It is difficult to access parts of Lethbridge without spending/using tons of gas!
• Neighborhood, amenities, grocery store
• Shopping should be available in west Lethbridge to match the rest of the city
• The improved level of services available to Westside residents
• We need shops, dental, health in areas that are convenient to walk.
• West Lethbridge I feel is lacking in a few services ie. Motel/hotel, a mall with a major anchor
• West Lethbridge needs a lot more amenities and shopping options
• Would like to see more small commercial and shopping west Lethbridge
• Would like to see neighborhood resources as well as parks maintained and improved

Benefit of the Vision: Environmentally friendly
• Don’t mess up the river valley
• Energy efficient homes and building
• Energy-efficient housing access to secondary methods of transportation (ie bike paths)
• Green – Enviro
• Green rooftops, solar and wind allowed on houses and buildings
• New building should use materials that are durable, recycled/recyclable, low embodied pollution and easily diverted from land fill
• Opportunity to grow green and plan/build based on responsible practices
• Planning considers energy in future

Benefit of the Vision: Close knit community
• Balance city vision
• Creating an interacting urban environment
• Getting to know neighbors
• Lethbridge will be able to thrive through change
• Need to make downtown more people friendly
• Provide for families
• Safe
• Safer neighborhood, close-knit community. Sense of belonging, better sense of family
• School planning
• Tax advantages
• We have a voice to be heard and considered
• West Lethbridge presents opportunity to create a visible community for all
• Youth in west leth
• Youth is very important for all areas of Lethbridge

Other
• Always think of consequences of each option before decisions
• Amount of property space to be enjoyed
• Being able to afford to live ie. Food, rent, gas and still have money left at the end of the month to save or do something fun with my family
• Consider all areas of concern before deciding on one major point
• Current agricultural area remains so and becomes more and more the provider of population food source.
• I see student housing and native housing negatively impacting many existing neighborhoods
• It appears that there is no consensus in where the city should grow. Can’t make a decision without other considerations being applied first: location question is difficult
• It takes into account the direction the future city development is going to proceed
• It’s an opportunity to recognize a much needed paradigm shifts and other necessary changes to get us on the right track
• Keep down to 100,000 by 2030
• Keep the west wind in mind
• Lethbridge needs more jobs especially industrial or higher paying jobs in west leth
• Limit big box stores
• Obviously the private sector will dictate where growth occurs in lethbridge
• Stop developing around the airport we’ll just need to relocate it at great expense farther away
• Surprise west Lethbridge is a development focus
• Surprised that Westside model had the focus of growth in a northward direction, Westside growth would require huge new infrastructure
• The coulee will impact resident driving choices and infrastructure and development
• The increased job availability on the Westside
• The presentation concluded no vision, no choices conclude to excite anything
• We are able to process the ‘bigger picture’ well ahead of the happening, rather than linear thinking
• We do not want to live in New York/Chicago etc type cities
• West Lethbridge is a good place and keep costs lower, especially for people who have a fixed income such as a pension
• Westside is prohibitive
• Work live play opportunities
• You cannot determine priorities given the narrow criteria that were presented
C.4: Road Network

Moderate to Significant Road Expansion

- Access to new developments but will again encourage higher density rather than sprawl
- Accessibility for drivers and non-drivers
- Accessibility to Westside on north and south side would be much easier and quicker
- Adapting to the growth
- An enhanced roadway network will promote use of bikes and walking as it would shorten travel times between points of interest
- Another road is needed from west to south Lethbridge (airport area)
- As the city grows, the need for major roads will be necessary. These days major routes like mayor McGregor and Whoop-up on scenic drive are tending to be busy still on a Sunday
- Balancing expansion of roads to meet current needs
- Better access from west to south and north Lethbridge
- Better direct access to other areas of the city
- Better flow in existing traffic arteries
- Cars won’t go away completely but they’ve received enough attention – let’s support it as an option but open the door to active modes and transit and see what 50 years of focused and serious investment can do
- City to correct the traffic flow – poor now!
- Connecting roads will be improved
• Convenience
• Cooperation between vehicles, bus, bicycles and walkers
• Current road network seems insufficient. More accessibility to shopping and services from Westside would be nice
• Distribution of traffic rather than concentration of traffic, quickly move to access as a priority on all but arterial roadways
• Do now for future needs, overbuild now, not redo later
• Efficient road network is vital
• Enhanced road networks create opportunity for citizens to reach different parts of city in a speedier fashion
• Existing roads are adjacent with moderate expansion
• Expand road, construction only as needed
• Expanding road – multilane
• Expansion goes along with increased property development
• Expansion of road network needs to be influx in population. Expansion of roads needs to be sustainable
• Freeway type of roads across the city from north to south – fewer traffic stops
• Getting around city easily and quickly
• Going to university is difficult and always backed up. The south side of Westside is hard because of the traffic moving north to go to south Lethbridge
• Growth on the west side will be supported and developed through the building of this infrastructure
• I believe our road systems are very good at the time being. However as our city grows our road network will have to expand, but this can be done in moderation, especially if focus is on alternative transportation
• I feel we need at least on more arterial road to Westside
• I like the existing road network but it does require expansion and improvement
• I voted for moderate expansion because I don’t think expansion should be huge and focus on single vehicle occupancy, but there likely will need to be a more southern route across the river.
• I would like more roads but not too many
• If the population increases to the level forecasted then it will be very important to have significant ring road type of development
• If we have moderate road expansion we as a city can still have maintenance on our existing roads
• Improve ease and speed of travel
• Improve flow of traffic on main roads so less start-stop noise for residents
• Improved ease of movement and decreased commute times
• Improved roads
• Improvement to present roadways with more roadways going to west Lethbridge
• Increasing road network only to allow for traffic of higher population, perhaps less than today’s per capita
• Increasing roads required to meet expansion
• Install right hand turning lanes on major roadways
• It provides for charge to take place in the network
• Keep commute low to moderate time wise
• Keep traffic low, increase roads as population does with low density housing
• Less commute time is better for the environment
• Lethbridge is currently at the right size to start planning major road networks that will support and influence future development. Convenient access to all new development areas by all transportation modes is critical for a healthy community.
• Lethbridge needs more road (parking areas).
• Like the idea of an additional access route from west to south side.
• Longer and wider roads.
• Maintain existing roads and do moderate expansion to new roads to accommodate new growth.
• Major expansion (ie main thoroughfares) can be balanced with smaller roads in communities being balanced – biking paths, sidewalks.
• Major expansion on all roads, bridges connecting communities.
• Majority favor moderate road improvement. Does this indicate an acceptance that we should use more alternative transportation?
• May McGrath drive sucks! Too much idling and stop/start, uses fuel irresponsibly.
• Moderate building view not necessary roads such as Circle Road. Toll roads and user pay on zones.
• Moderate expansion but with another bridge from west to east.
• Moderate expansion in areas that need it.
• Moderate expansion may allow for the addition of bike/transit lanes (similar to Edmonton).
• Moderate expansion of major road network.
• Moderate expansion to include better provisions for non-car transportation, bus, carpool, bikes, some form yet to be developed.
• Moderate expansion with bridge.
• Moderate expansion with efficient transport system that connects west to the rest, a second bridge. Flat bridge so it’s easy to bike across the coulee but is alternative transport friendly with scooter, electric bike, regular bike lane or addition and walking lane as well.
• Moderate expansion with emphasis on adding bike paths for commuters.
• Moderate expansion with focus on connecting w – NS.
• Moderate expansion, consider more overpasses and multilevel roadways.
• Moderate road expansion.
• Moderate road expansion to accommodate new cars or buses.
• Moderate, no circle road that goes on outskirt of city.
• More expansion at the margins – especially bus transportation to big box stores, airport, north side malls etc.
• More repairs considered for residential streets over 20 years old.
• More roads = better access to entire city.
• More roads = quicker destinations and easier accessibility.
• More roads means more options, more options means safer for emergency situations.
• More/better connection to all city neighborhoods.
• Needs updating/repairs throughout the city equally.
• No congestion.
• One accident on whoop up screws up the entire Westside so more roads are needed.
• Opportunity for different alternatives.
• Reducing existing road congestion, also making it more economical with reduced distance to travel.
• Reduction of travel times and congestion.
• Road maintenance is important to ensure we have a nice looking city and also safe.
• Road must work as needed, should accommodate all forms of transport, cars, bus, bike and walking
• Roads are the arteries of a city they bring in and out resources and services more people = more need for major roads
• Roads need to accommodate population
• Significant expansion
• Significant expansion
• Smaller communities need to be joined by efficient road networks. Mostly for fire and ambulance
• Smooth traffic flow
• Some major expansion when required – existing kept in good repair
• That keeping traffic moving as the city grows. Plus it would cost a lot less to build the roads if keeping it basic and see that it fits into the budget
• That Lethbridge has the opportunity to avoid the traffic woes of big cities like Calgary and Edmonton, by planning for growth and investing in road infrastructure now! (Proactive vs reactive)
• That the road network seems like it may develop into a more functional and complete model
• That there would be moderate road development and with compact development this would provide good quality of service on our roads
• Use direct routes
• We need a main ring road Westside north and east
• We need additional arteries in west Lethbridge that lead to another river crossing
• We need sound buffers to protect residential areas adjacent to main roads or new roads or roads being widened.
• Whatever model is used, there will be more roads needed to accommodate whatever modes of transport are in use
• Widening existing roads (like 6th Ave) is not acceptable to me
• Wider lanes
• With higher density presumably few major roads would be needed
• Would like to see road expansion – assuming business development in west increased currently also limited access between W – NS
• Would vote for moderate expansion if it included a bridge

Little to no Road Expansion
• Actually I am concerned about the direction this means, more favor to autos
• Better planning, no more developments like Fairview area
• Decrease planned road development
• Definitely not excited about expansion of roads or parking for autos, create bike lanes and bus lanes
• Good maintenance of roads in existence
• I opposed huge expansion of roads, city needs to focus on current traffic flow – some signal lights setting make no sense
• I think that the amount of traffic that we have to is just perfect, I would like to see what we have maintained
• Improve existing roads
• Improvements of current roadways is important
• Less road expansion will encourage using alternative transportation
• Less roads = less cars, driving needless trips
• Less roads, smaller roads
• Little to no road expansion
• Minimal expansion and increased maintenance on existing roadways, especially residential
• Need to limit expansion of roads because of imprint
• Need to maintain city streets as opposed to major routes, they are in need of repair – pot holes, sewers etc
• New bridge no!
• No complaints about our existing roads, I love being able to get anywhere in the in under 20 minutes, but a bridge would make it even better
• No huge increase in road network – goes hand in hand with increase density housing
• No major road close to Popson Park – noise lights
• No more major roads
• No more major roads, not building more roads encourages the city to grow up instead of out, making our environmental footprint smaller
• No new bridge – develop services and unemployment in enough numbers on the Westside
• No new bridge and no widening of 6th ave, let’s hope in 10 yrs time there will be less single-use car driving
• No new major road projects – focus instead on public transport/bikes/walking/carpooling
• Not interested at all in expansion of 6th ave for proposed 3rd bridge to Westside
• People understand that the automobile, while still important is not necessarily the only option that is available and we don’t always need to cater for it
• Restrict major road expansion
• Roads are very expensive to build and maintain, so a lesser investment in roads is a good thing
• Upgrading existing roads
• Upkeep still needed – bumps, cracks and pot holes
• We are avoiding overspending on roads
• Why spend lots of money on roads to facilitate more cars with one person in them
• With aging population and decline in world oil producing higher gas prices no more new main roads are necessary

Benefit of the Vision: Increase Public Transit/Alternative transport (Bike etc)
• Alternative bikeways along major roads and throughout the city
• Alternative means of transportation
• Alternative transportation may have a place in our future, More of a focus should be placed on it
• At this time busing is a great tool to get over the bridge when riding to work to the Southside from the Westside, but not always convenient for those who start very early when the buses don’t run much
• Better options for bicycles/walking especially river crossing with less grade.
• Better walkways to joint communities to shopping centers and other areas
• Bicycles allowed to ride on sidewalks in winter when roads are icy where bike trails don’t exist
• Bike lanes
• Bike lanes
• Bike lanes
• Bike lanes essential
• Bike lanes or major bike paths
• Bike lanes to be used by bikes, small mopeds etc
• Bike paths
• Bike paths along roadways as well as walks
• Bike/walking paths is about health (error in thinking health is tied to fiscal health and government costs)
• Buses should be run on clean energy
carpool, bike lanes?
• Choices did not offer a lot of flexibility in terms of alternative transport; what about HOV, bus lanes,
• Create a better balance between driving and walking or bike
• Creating public transportation plus walking and cycling develops community
• Decreasing the need for auto use
• Diversity – walk, bike, mass transit and some cars
• Don’t think of this just as roads but as transportation ways for bikes, walking etc
• Emphasis changing towards alternative transport is inevitable
• Emphasis should be placed on carpooling and bike lands etc
• Enabling alternative transport
• Expansion of alternative transportation, particularly bicycle paths, in Holland there are free bikes for use downtown, then you park them in a lot when you are done with them
• Facilitate public transit
• Getting around on a bicycle is difficult, bike parking is difficult
• Helping alternative modes of transportation (walking, running/biking)
• Hopefully a commitment to alternative transportation especially green, fitness related ones
• Improved mass transit
• Improved transit system
• Increase networks to make traffic flow easier and includes alternative transit
• Just make alternative transit a priority
• Large ring roads and thoroughfares are especially big barriers
• Less roads more alternatives to autos
• Lets build bike and walk roads
• Like more types of transportation being available and easily accessed
• Limit more major roads and focus on alternative transportation means more choices ( eg bicycle trails) and no need for another crossing of the Oldman River
• Love to see more walking paths
• Major arterial expansion for collectors with alternate form of transportation (bike, multiple occupancy, transit lanes)
• Malls ie the one on 20th ave S. need to be walker friendly and more accessible for motorized scooter
• Many bicycle trails, kept ploughed in winter
• Moderate expansion of road network will still make Lethbridge easy to get around, but limit environmental impact and expense
• More focus on walking/cycling
• No more road expansion! How are we going to be able to fix the roads now? Public transit costs, more buses?
• Not sure, same amount, wider house, roads space, bike lanes
• Opportunity for alternate transportation (LRT)
• Opportunity to think about better use of roads than we do to encourage alternative modes of transport
• Plan for bicycle and snowmobile and rapid transit
• Providing efficient transportation
• Public transit accessibility
• Restrict road expansions/new roads. Convert existing roads to ‘alternative transit’ like carpools, rapid bus, pedestrian and bicycle traffic (strategically)
• Ride bikes and walk more
• Road building and maintenance is expensive, a moderate increase in road building in the future would free up $$ for other city needs, such as public transit, parks, etc
• Road developments, transit promoting. Transit system and development density all work together. As development density increases traffic (and auto issues) make alternative transit more viable ie. Less costly per person. If single family housing prevails – costs for all aspects of transportation increase.
• Road network linked to density of housing, obviously more alternative road system
• Roads help with circulation but also create barriers for pedestrians and cyclists
• Seeing our transit system transform into a green, clean system
• That it balances the needs of an increasing population while encouraging use of alternative transportation
• That roads be made adequate to start with so that houses disruptions by expansion doesn’t happen with the added expense
• That the majority feel that alternative transport is important, even more exciting is the emphasis on this and a desire to use autos less
• That we need to have a city that not only caters to cars
• The chance to reduce the amount of major roadways and more on alternative transport
• The city will be relying on more mass transport
• The infrastructure we currently have with our roads will last much longer with bicycle transportation
• The opportunities to expand alternative transportation such as bike and walking paths, better more extensive bus routes
• The use of personal vehicles will inevitably decrease the focus on road development can be reduced and primarily maintained for public transit
• There is a large majority in favor of alternative transportation. This says Lethbridge is concerned about the environment, health, our human needs
• There is virtually no bike parking in Lethbridge, frustrating and prohibitive
• Time to be greener, healthier with transportation
• To keep the city clean it is important to encourage alternative transportation, do not need a 3rd crossing of the river
• To provide infrastructure for transit and commercial transport
• Traffic is slower, that there is a safe place for bikes
• Transit system that is a transportation alternative, not just for recreation
• Transportation improvements
• Very difficult question, alternative transportation is always preferable would need some more roads or more road expansion
• Walking paths, bike paths
- We need to change our culture, reliance on single occupant cars
- We should decrease auto transportation and increase alternative modes to be environmentally friendly. We do not need more cars on the roads, better transit system, bike and walking paths, car pools etc
- What about road shoulders for cyclists? These must be included
- With the environmental issues coming to the fore, it is very important to encourage alternative forms of transit. This is best done by not spending more dollars on more roads for cars

**Benefit of the Vision: Environmentally Friendly**

- Increased access to healthier living choices/options; greener air space, less green house gases
- People aren’t thinking far enough ahead, especially with environmental problems
- Preserving farm land and river valley
- Reducing major roadway investment critical to city’s sustainability
- Smaller footprint
- The GO transit in Ontario just utilized power generated by a wind turbine for their transit system
- There is not an infinite supply of gasoline to fuel cars. It doesn’t make sense to adjust road infrastructure that encourages wasteful gas consumption
- Thoughtful planning to accommodate neighborhoods, commercial districts, ease of movement and improving eco-transit system to reduce footprint

**New Bridge**

- 3rd bridge – relieve congestion
- 3rd bridge becoming a priority
- 3rd bridge doesn’t need to be exclusive to autos… just pedway across river or for transit and bikes only
- 3rd bridge west
- A 3rd bridge is necessary
- A bridge to S is needed in addition to what we currently have
- A new west-east bridge
- A third bridge to the west side
- Another bridge connect west – south
- Another bridge over river is important
- Another bridge to west Lethbridge is necessary
- Another bridge to Westside
- Aside from another river crossing, do we need new major roads?
- Bridge across to west side
- Bridge to south side walmart area, moderate expansion with a 2nd bridge from Westside
- Build another bridge connecting south and west down south. The corner roads are for the most part good but new roads needed
- Build bridge
- Connect the Westside to the south side closer to the airport. Whoop-up drive is not enough!
- Creating another bridge connecting the south side with the south end of the Westside, but that’s about it. I would really like to see people utilize other ways of transportation ie bike, walk, bus so we don’t have to expand our roads as much
- Expansion – bridge over river to southern part of west Lethbridge, distributes traffic density
- I feel the 3rd bridge to and from the Westside is warranted
I would like to see another bridge. Connecting west Lethbridge to south and north Lethbridge
If 3rd river crossing goes ahead, then it should be at Popson location, not scenic drive
Keeping traffic low in residential areas by creating more rings roads and direct routes especially a second bridge across river
Moderate expansion and a 3rd bridge
Moderate with a bridge
Moderate, but includes a bridge. As bridge was only shown on significant expansion of course it was chosen
Need another bridge
Need another bridge, remember the flood 1995?
Need more than 2 bridges, possibly 4
New bridge
New bridge
New bridge locations
No third crossing, it is idiotic
Possibility of another access point for the Westside ring road? 2nd bridge?
Regardless of location or density of development Lethbridge needs a 3rd bridge
Road to the Westside from south of the airport road from Hardyville to Picturebutte, well bridge actually, the road has been built for years. Needed this for years
Significant expansion, 3rd river crossing is a must. During accidents/storms it may take 45min to 1.5hrs to cross
The need for a 3rd way to get N Westside – 4th bridge by 2050
The need of a 3rd bridge is needed. Transport to south side from west is congested and difficult
Third bridge crossing will be necessary as people commute for work
Third bridge needed
Third bridge to the Westside
Third crossing
Third river crossing to/from west Lethbridge should be a top priority
We have delayed saving our money for the third bridge, we need to proceed with the bridge plan and start lobbying the provincial government for funding
We need a bridge west-south
We need more bridges to connect to all areas of the city
We would get a 3rd bridge which is needed for the Westside
Where is the bridge?
Why is a third bridge a major expansion? Specifically the Chinook crossing

Planning/Design of Roadways
Better flowing or get rid of interchanges
Better planning
Better ring type roads to get around the city
Build a large central parking complex
Common sense when planning roadways
Commutes, congestion in other comparable urban are as to Lethbridge as consequence of poor planning
• Don’t allow roads in neighborhoods to be blocked or closed to thru traffic eg Fairmount area – College to Costco
• Downtown streets will be one way
• Fewer traffic lights
• Good – well planned
• Good roads
• I’d like to see heavy investment in a bullet train linking Lethbridge to Edmonton and beyond
• Increasing traffic lights
• Large box stores need separate collectors between stores to mitigate congestion on arterial roads (collectors)
• Less lights, more efficient travel
• Lethbridge seems to be doing well at planning the road network well done!
• Maintain efficient road network – move easily from one part of city to another
• Maybe one day we can synchronize our traffic lights on mayor mcgrath
• More landscaping on the roadways, different paving materials for interest. Different modes of travel would make houses more attentive and streets would be safer
• More roads and cars increases the need for more efficient parking
• Narrower roads in residential neighborhoods
• New neighborhoods are fenced in, this could cause someone to walk an extra 6 blocks just to go across the street
• Plan so that cars do not sit at red lights for long
• Preplanning will help to maintain organized and safe travel flow
• Proper light (traffic light) changed, no jammed traffic
• Ring road outside of city would allow truckers to bypass the city and the reduced stop and go traffic could reduce emissions caused by long haul trucking
• Safe
• We can get around city so fast
• Well laid out design of new growth should reduce need for major expansion
• When you build roads for cars keep the people on bikes, walking and scooter in mind.

Other
• A form of possible people movement so they don’t feel constrained to only one area to meet whatever the particular needs in their demographic
• A measured approach to satisfying automobile use
• A very broad question with too little information
• Accessiblility (whatever lifestyle or demographic) is well correlated to vision or contrast realities for a person to have their community needs met
• Cost effectiveness and cost of maintaining the structure
• Current level of service is very high and costly
• Depends so much on future development
• Difficult to answer as the information regarding option was vague
• Draw back cost
• Encourage self contained neighborhoods where people can work
• How has rapid transit, HOV, bus service and lane restrictions affected travel modes in the past 25 years? 50 years?
• Increase working – playing in the home neighborhood we live in
• It can be done, look at Europe
• Keeping roads out of open spaces. By increase network you increase traffic.
• Lethbridge has a challenge for transportation because of the large unnatural division (coulee)
• Major roads are also arteries for water and sewer, power etc
• Make good decisions within the family, vote for a mayor that supports a progressive future
• None of the 3 choices allowed for participation, all pre-planned, growth can be different than the choices
• Now that I have experienced the joys of a car, I’ll never give it up. Environmentalists are narrow minded if they think all future cars will run on fossil fuels and emit pollution
• Options, reduce driving time to access shopping, work
• Our road system paradigm is a problem, concentration of traffic is a problem
• Rentable smart cars
• Requires denser population
• Roadways have become more public space (multi-use) rather than bumper to bumper private autos
• Safe – maintained free flowing
• The roads are too big and wide, we are spoiled – try driving in Europe! 15 minute commute is very reasonable
• The roads shown were development driven and city funded
• There is actually some congestion on our roads
• This will take some care
• Two bridges
• What is the goal? Reduced time, improved safety, costs?
C.5: Transit System

Benefit of the vision: provides more convenient alternative transportation choices

- ‘build it and they will come’
- A lot of people thinking about transit system
- Accessibility
- Accessibility
- Accessibility from residential to commercial areas for – aging population, one vehicle families, higher densities
- Accessible
- Accommodating handicapped for transportation and accessibility
- Accommodating transit and encouraging more transit users, making the city more accessible
- Add frequency before new routes, as needed add stops and routes
- An enhanced system may provide me the chance to use it
- Availability
- Better access
- Better access to all no matter where you are located
- Better accessibility for more citizens; use funds saved by not expanding road network
- Better city wide service at better time service too
- Better options needed to be accessed by larger % of population
- Better routes and more frequent
- Better service – make frequent service
- Better, cheaper, faster
- Bus zones for the development – pay more
- Buses will be fuller
- Can become available option to the private car
• Changes in systems – increase frequency and routes to all areas allow access to employment locations – thus benefiting keeping people in community
• Continuous improvement as much as possibly can be afforded
• Decreased congestion
• Dedicated transit lanes keeps buses from slowing down traffic on connector roads
• Developing neighborhoods with a transit plan
• Direct transit from area to area, no stops, west to south shopping etc
• Diversity
• Efficient busing which will provide for population, encourage people to use car less
• Eliminate or minimize ‘mid trip’ waits/transfers for across town trips
• Encourage more residents to switch to taking public transit; less traffic and congestion on the roads will be a good result
• Encourage public transit use through more efficient service, combined with greater user fees for driving a car, e-toll roads? City licensing fees
• Encouragement is needed to get downtown workers to use the bus system – same for curlers and LSCO members. Dare them to try the bus for 2 weeks and see how easy and quick it is – give them reduced cost tickets on trial, if you give a senior 20 tickets for half price they’ll use them!
• Expand handicap transit
• Expand only as need to support new communities
• Expand transit opportunities with greater frequency at strategic times and ridership. Combine bus with light rail
• Expand transit system to complement shift to moderate density development, consider light rail transit where appropriate
• Expand, buses for events
• Expanding the transit system to extend to fringe areas. There is a large number of people that work at the research station and the prison that could benefit from this
• Expanding transit to include hybrid/electronic (solar?)
• Expansion
• Expansion of public transit network
• Expansion of transit would be good for those who use it
• Express
• Free transit would encourage more use – the city could wave money as road maintenance would be reduced, less parking is needed etc
• Frequent service
• Friendly accessible bus
• Greater reach of bus routes, more car pooling among students, city employees, personnel working in high density employment/education/cultural
• Have buses go to outlying areas, but less frequently
• Having some dedicated bus lines from a high density downtown core to parks, rec areas etc would be nice
• High priority should be give to expanding the transit system, both frequency and coverage
• Higher level of service
• How to make this ‘desirable’ service vs service for the ‘income challenged’
• I believe it is more cost effective, environmentally friendly and better all around to provide as much public transport as possible. Have heavy focus on alternative transport like car pools, that can relieve some of the expenses of improving road networks
• I would use the bus more if the wait times were not so long between buses
• If better routes/more direct routes, more interconnecting routes and expanded routes created, would see an increase in the number of people using it
• If transit was more efficient you may get more fares and riders
• If you want people to stop driving, you must offer a workable alternative
• Implement transit in relation to population and geographic growth of the city
• Improve transit so that people who don’t ride now will do so in future
• Improved transit system
• Improving public transit (frequency and routes) significantly
• Improving the system to make taking the bus easier, quicker and more appealing
• Increase frequency
• Increase frequency to 15mins in peak times
• Increase public transport
• Increase the frequency of service and expansion
• Increase transit coverage with roads and neighborhood – population increase
• Increased frequency of transit would be great. Also very important that transit be safe. Also need to have more transit that goes into the industrial park
• Increased services will encourage more people to use transit
• Increasing transit and times available
• Is bus transportation the best for future? Economically and environmentally
• Is it feasible to use Bull Park as a drop off from downtown instead of having to go to the university and transfer to catch a bus north
• Is there a different model than the current buses that might work?
• Keeping future major additions to public transit in mind (eg. Light rail) may be beyond 2050, but shouldn’t be ignored in planning
• Less reliance on gasoline and single occupancy vehicular transport; more attention paid to mass transit hybrid engines, electric cars and buses
• Less wait time between runs and more stops available in the newer areas. Also I would like to see express bus routes. Ie a specific bus route that picks up at the college and takes you directly downtown
• Less wait time for buses and increased accessibility
• Less commuting times
• Lethbridge will be student and senior ‘heavy’ for the foreseeable future, which is ideal for supporting expanded transit service
• Lets encourage public transit, if I could use the bus, I would
• Locate commercial/grocery on transit routes
• Lone drivers in cars have to be discouraged
• Longer hours, expanded area to serve lower income and lowered mobility citizens
• Lots more transit
• Maintain present, moderate growth, present vehicle type
• Majority favor moderate to significant transit expansion. But will they give up their car? Are they willing to pay?
• Many people are thinking about a future with more public transport – reducing eco-footprint
• Maybe buses more often
• Moderate expansion
• Moderate expansion (improve hours of operation)
• Moderate expansion of transit
• Moderate expansion, we need to get people on the buses before we pour too much into it
• Moderate growth with system
• Moderate transit expansion – frequency
• Moderate transit expansion perhaps look at shuttle service eg door to door
• Moderate transit expansion, increase frequency, smaller buses
• More
• More access to all citizens, alternative lifestyles will be sustained
• More and faster forms of transit
• More bus stops
• More buses
• More efficient Access A Ride service, the level of planning for clients is appalling
• More encouragement to use public transit
• More frequent bus service so that it closes the gap of a single occupant vehicle trip
• More frequent bus times will increase riders
• More frequent service required
• More frequent transit system
• More innovative ways to encourage transit
• More moderate density would increase effectiveness
• More people getting out of their vehicle and riding the bus
• More people would use transit system if it was improved to less waiting
• More public transit, less motor vehicle traffic
• More routes, fewer wait time
• More stops
• More transit modes
• Much easier to get about on multi-transportation then by private auto – the choice most would make
• Must serve all areas in a timely manner
• Need incentives to use transit and disincentives to use roads
• Need to have transit center north – west with smaller buses to these centers
• Needs significant expansion
• Not a thing at present, future: needs attitude adjusted, encouragement by city, safe
• Opportunity for increased usage
• Opportunity for the city to design a more attractive transit system
• Opportunity to expand public transit and consider bike parking and ways people can get about more safely, efficiently walking and biking or groups vehicles (shared transport, HOV lanes) with more than 2 people.
• Options/choices
• Parking areas designated and buses to major events
• People again grasp that there are alternative to automobile
• People are willing to adapt and change in the future
• People work in retail 7 days a week, but some buses only run 5 day a week
• Plan for rapid transit with more frequency and car parks
• Plan new developments around a vision of public transportation
• Planning for future public transportation networks (eg. Transit hubs)
• Provide more transit vehicles, more stops, to reduce carbon footprint and driving costs
• Providing better service to all residents is key to increasing use of public transportation, this is necessary to prevent a Calgary-esque commute on a smaller scale
• Public transit must be setup in such way that people will use it
• Public transport makes the city more inclusive and available to entice population regardless of age, income, physical ability to drive a car
• Quick and efficient
• Rail car between university, downtown, college. Eg Portland/Salt Lake City, street car on mayor magrath – 3 ave
• Reduce parking and encourage transit and walking paths from transit stops
• Reduced traffic congestion
• Requires denser population
• Rider friendly
• Safe, clean
• Should be a focus on mass transit and public transportation
• Should be more effective and accessible so people will leave their cars at home or won’t have any
• Significant expansion
• Significant improvements to transit are needed-frequency access, information/signage needed at more stops
• Significantly increase transit
• Simple, fast, economical transit between nodes
• Some areas of town do not need an increase in transit availability for example Paradise Canyon. Increasing the transit system a little bit in the areas that it’s needed encourages less use of private vehicles leading to less co2 gas emissions/ghg emissions
• Some sort of expansion / significant expansion (between the two)
• That we have a great transit service and I look forward to more expansion
• The buses do not run often enough and there are not stops. Information on transit and running times are hard to find and maps are difficult to read, research Calgary’s transit system, it’s fantastic
• The concept of a transit shuttle for commuters from bedroom communities like Coaldale and Coalhurst into Lethbridge
• The future requires the implementation of alternative modes of transport and mass modes of transport like transit in attention and focus needs to be moved to public transit
• The increased investment into the transit system will encourage lower GHG emissions and will increase accessibility for elderly, disabled, students, youth, families and professionals
• The location of employment is scattered around town making it difficult to create a transit to service those spots with where the homes are
• The maturing of Lethbridge as transit improves. New subdivision will be planned to encourage transit use
• The possibility of a better transit system
• The possibility of the bus being a more attractive option than driving my car
• The possibility that public transit may be encouraged and improved
• The willingness of the community to invest in public transit, even more than is currently invested
• There are people on the buses most of the time
• There would be transportation choices available including transit and active modes
• They’re opportunities to enhance social sustainability
• This is pretty well
• Time to leave behind thinking that public transit is only for those with less income
• To be on time for after work events that kids participate in, their commuting parents need time conscious modes of transportation
• To have more frequent access to buses
• To reduce reliance on personal vehicles, smaller, more frequent buses and routes
• Transit could be so much better. I use it on a regular basis even though I have a car
• Transit here is just ok, there is room for improvement
• Transit is a viable and attractive alternative to the automobile
• Transit needs to be efficient and user friendly
• Transit needs to be more accessible as well as more frequent and better connections to enable more people to use the public transit system
• Transit systems are just a smarter way of moving people
• Upgrade weekend service
• User friendly. To be able to cover the whole city in a short a time as possible
• Well used, efficient – I might want to use it
• What about transit routes to outlying communities? Coaldale, Nobleford/Coalhurst, Picturebutt many people do commute (park’n bus)
• Will be more available
• With increased density we get more for less
• With more transit options (public) a decrease in traffic congestion
• Yes please – more frequent!
• You need to improve service for people to change their behaviours

Benefit of the vision: protects the environment
• Ability to rent an eco-friendly vehicle for leisure use rather than take a bus or cab
• Consider more energy efficient alternatives
• Current buses pollute
• Decreasing automobile pollution
• Diesel being more efficient, there is none on Westside available
• Eco-friendly
• Energy conservation
• Energy efficient buses
• Environment
• Environmentally more route or more buses could be bad but more people would use the if service was better, so hopefully the reduced emissions resulting from reduced number of cars would exceed the excess emission produced by extra buses/routes
• Expand the transit system will result in a decrease of vehicles on the road, thereby decreasing ghg’s. making the transit option more accessible will make it easier to make the choice to use public transit
• Expansion of transit system has potential to reduce environmental impact
• Increased transit to encourage eco-friendly living
• It is to be hoped that we will move towards more green alternatives than buses
• Less dependence on cars, less burning of fossil fuels
• More and better bus service buy go green as much as possible – biofuels, hybrids
• More transit usage could reduce road investment, and clean up the environment
• New transit tech/green fuel
• People are looking for green future
• Seeing our transit system transform into a green, clean system
• Sustainability
• To maintain environment, the vehicles don’t need to be gas, could be electric/biodiesel etc
• Transit system expansion reduces the reduction of automobiles on our road. Environmentally friendly option
• Transit that is laid out better will promote less driving, creating better environment
• Use energy efficient vehicles
• We need transit for people who cannot drive and the environment
• We will encourage people to use transit – reduce carbon footprint
• Would impact positively over eco-footprints

Benefit of the vision: saves costs
• By increasing taxes by a little bit, maybe the bus fare can be decreased – increase bus use?
• Cost lowered?
• Cost! Under g5 with pensions cannot properly afford cost of bus and other necessary items like food etc
• Ease, cost
• Keeps more cars off streets, buses move more people economically
• Month bus pass cheaper
• To increase the time and area, you must keep it affordable
• Would like to see more university and college students taking bus – ie lower price for them, higher parking fees

Benefit of the vision: increases waking and biking opportunities
• Bicycle carriers were fantastic addition to current fleet
• Bike lanes very necessary, especially on Westside for students
• Bike path (safe) from Coalhurst and Coaldale
• Bike racks and shopping racks for buses, no need for special handicapped buses if available on regular buses
• Biking and walking made easier in the city for purposes of transportation option vs just recreational opportunities
• Consideration given to all types of transportation encouraging bicycles and walking
• Increasing public transport, encouraging car pooling, bike paths and bike/bus lanes
• More bike racks on buses
• Promenades
• Significant expansion in bike trails and bus transportation
• The city is still stuck on which (car or bus) rather than bike, scooter, walkers, rail, subway
• Train and walkway across the river from downtown, bike paths, smaller buses

Benefit of the vision: meets the needs of residents of all ages
• Age of population will require transit, old and young
As there will be more and more seniors coming into play by 2040 it would be nice to keep an eye on the transit system as it progresses
- Better senior access for buses and more routes to centers
- Healthy alternative good for seniors and young people
- I am concerned that with the 60+ segment forecast to grow the most, that public transit will not be user friendly and safe enough for an aging population
- Increased transit will enable the growing senior population to be more active
- More access for younger and older residents which increases safety for everyone

**Benefit of the vision: strikes the right balance between driving and alternatives**
- A good mixture of transportation should ease the problem of traffic congestion
- Consider balance in growing areas
- There should be a balance – transportation more readily available in higher density areas

**Against expanding the transit system**
- Considering the hassle involved in getting around currently I opt to drive
- Do not expand! It is under utilized as it is, consider other alternatives. The buses run about 80% empty (especially in summer)
- Don’t increase taxes because of transit
- Evaluate costs carefully before any expansion
- Even though a car with single occupancy is wasteful, shopping at a variety of big box stores and hauling home one’s purchases is impractical by bus or bike
- Existing transit system has a long way to go before it is fully utilized
- Existing transit system seems sufficient
- Have transit as is but work out an inexpensive transit in compact areas
- I am concerned of the current lack of use of existing system – most buses are only partly filled
- I feel the transit system is adequate especially if you see the very little the system is actually used
- I’m not a fan of buses, they are very noisy and exhaust is dirty
- I’m not overly interested in transit, it isn’t that convenient for me
- Increased public transportation means increased taxes! The neighborhood is the entity that should be developed, not the transit system. So people don’t have to travel so much
- Keep present
- Living on the Westside makes using transit more improbably time wise
- Nearby services lessen the demand for transit
- Never used (or want to use) city buses, I give the drivers a poor grade
- Never used buses, drivers drive too dangerous for my tastes
- No point increasing transit unless people can use it easily, especially seniors
- Not going overboard in providing public transportation
- Nothing because I don’t think the city decision makes can see this vision ‘sad!’
- Nothing, I hate hot, stinky puke inducing buses
- People talk about me alone in my car; I see too many buses with 1 or 2 people in them. I realize not everyone can afford a vehicle but as a city we don’t need to afford more buses
- Reduce? Eliminate? Could offer these as modeled options
• Right now transit costs more than driving since I still need a car and cannot eliminate it. Trips are so short and transit does not get me everywhere I need ie. Outside of Lethbridge, time invested is also quite valuable
• Routes in west Lethbridge at present do not encourage bus usage. Long rides and time due to only one commercial complex on Westside
• System good enough to allow a vehicle to be a secondary option
• That considering the size of the city, the current transit is great
• The current transit system is not being used to capacity… why expand it greater than it is already growing
• Typical Sunridge to downtown; drive 10mins, bus 45mins. Close this gap would increase incentive for drivers to become riders
• We need to be aware of an almost cultural reliance on automobiles and not assume public transit will be preferred
• While I don’t currently ride the bus, I heard that it is inconvenient and takes too much time

Planning ideas
• Bring back streetcars
• Commute to Coaldale
• Compulsory transit to major institutions like university, college, city hall
• Frequent buses, direct routes
• Heated bus shelters
• Hybrid buses?
• Interactive/web or phone schedules
• Light rail transport going west – south and south – north running through the city core
• Make it 24/day would cut traffic and making problems
• Need schedules posted on bus stops
• Please have transit service out to the Lethbridge Research Center
• Routes should be designed around low cost housing make more efficient, university and college areas
• Telephone system that you can call and it will tell you when next bus is coming
• Use of websites to post and find ride buddies
• What about a sky train it frees land and roads
• What about sky train, frees land for roads and parks

Smaller Buses
• Alternate to buses(LRT, smaller bus)
• Consider something besides big buses – need more connector routes to make service faster
• Do we need buses as large as we now have? They seem to all be quite empty
• Expansion to include a variety of bus sizes
• I really hate seeing the big buses driving around with 1-2 people on it. Could smaller more compact buses be used
• Living on a bus route I regularly see the large buses fairly empty. It will likely be more effective to use
• More smaller buses make sense
• Smaller buses for less waste
- Smaller buses instead of large buses
- smaller vehicles
- Transit buses should be allocated per capita – smaller buses for non rush hour schedules
- Use smaller buses during non busy times
- Use smaller buses on less used routes/times
- We could maybe have smaller buses that would pick people up at the door step and take them directly where they are going, door to door service

**Other**
- Again I think people vote for transit as something that is good for others so I can drive my car easier
- Balanced opportune for all types of needs
- Concern about behavior on transit (especially for children)
- Have a designated tram between UofL and downtown
- Help for building plans
- How close are bus stops?
- I don’t have enough information about the current system to answer this
- I don’t use it and I really don’t know how effective it is right now
- I see possible corruption
- Identify all of the support system affected by these actions?
- Increasing this would help it takes far too long to go from one end of the city to the other via bus.
  This needs to change
- Previous choice was to increase density and not expand and live more in neighborhood
- Question asked was biased
- There is no vision that resulted – despite an influence basis
Encourage alternative forms of transportation

- ‘port’.
- A push for physical activity
- Allowing a policy to include alternative means
- Alternative forms of transport save money in the long run
- Alternative transport appears to be valued by a significant portion of the community
- Alternative transport is the norm, people do not see personal cars as their first choice to move around
- Alternative transport should be priority in the future
- Alternative transportation cuts down on the need for parking lots which are depressing wastes of space in a city
- Alternative transportation has a vibrant future
- Alternative transportation, reduces the need for autos, fuel needs are reduced and hopefully helps increase fitness of our city or health and wellness
- And more pedestrian friendly!
- Any increased emphasis on alternative transport must assume either much greater bus service or evenly distributed shops/services that people want to access
- Are there other alternatives to buses – light rail, things like that?
- As we age it makes sense to use public transportation and alternatives, walk, bike etc
- Auto is seen as not being the favored mode
• Availability and timeliness
• Better parking enforcement for illegally parked cars
• Better transit
• Bicycle paths, more small buses
• Bike lanes a priority
• Bike lanes and routes
• Bike lanes so cars do not have to go around them, safer for kids
• Bike lanes would be nice
• Bike lanes, HOV lanes, ride sharing, buses, bike co-op, bike racks, bus frequency
• Bike parking systems
• Bike paths
• Bike paths are great and could be used more but we need to remember people need to go for essential items (driving) if they are able to drive they have the ability to save time and energy to do this rather than several trips/week by a long bus ride where they must carry their items. (less bought each time/more trips, more time spent on this one everyday item)
• Bike paths; alternatives to cars in single occupant
• Bike racks
• Bike/walking paths safe from vehicles
• Bikes should have greater priorities on the road than the cars
• Bring back trains to head east and west
• Bus
• Bus, handy access ride, taxi, bike, safe travel for all modes
• Buses
• Can we build more bike paths without building more roads
• Car pooling priority
• Carpool lanes on Magrath would encourage less congestion in traffic
• Cars kill, cars are dirty, cars congest public space, cars are antisocial, cars have gotten us into the mess we’re in – it’s time to try something different
• Cars should be discouraged
• Chance to change and reduce number of private vehicles on roads more efficient traffic lights and fairness to pedestrians to give time to cross roads
• Chinook trail a necessity for flow, especially with better ways for bikes and walking
• Cities of the future will be designed around transit
• City make it easier/cheaper to utilize, convenience for each person
• Climate – harsh winter is a consideration, perhaps an increase in transit service during winter months. (shorter wait times, less chance of frostbite, more riders)
• Closing off roads in communities force transportation on major roads (speed bumps) safer communities vehicle wise
• Coming to the realization that car transportation is not in our future and we realize the implications of peak oil and global warming
• Community bike system – borrow a bike from a ‘port’ ride it as much as you need it, drop the bike off at a
• Conflict with bike and pedestrians will need to be considered
• Consider alternative as a priority in mass consciousness of our city
• Convenience for a decrease population – students, working and seniors
• Coordinate growth with carless communities and efficient movement of employees to workplaces
• Cost $$$
• Creating a community that encourages alternative forms of trans
• Cycling paths that have interesting points that change every so often much like an open air museum, spread over the city
• Develop bike paths between communities
• Develop trails for bikes but encourage more economical cars
• Do something other than roadways for cars and trucks
• Ease of moving into congested and no parking problems. Winter – ease of moving
• Ease of use of public transit and the opportunity to not use it
• Easy for people to get to and from work
• Efficient
• Eliminate downtown on street parking
• Emphasis on providing for alternative trans
• Encourage alternate forms of transportation
• Encourage alternate transportation
• Encourage alternative transport – auto tax to subsidize bike racks and public transport
• Encourage alternatives
• Encourage alternatives – provide safe areas for other modes
• Encourage carpooling a tax incentive for using buses
• Encourage use of alternative modes of trans: carpool, bike lanes, ring road to divert commercial transport from city core area
• Encourages alternatives in transportation which will enhance healthy lifestyles and will reduce the ecological footprint in the city
• Encouraging alternative and discouraging single vehicles
• Encouraging alternative ways of trans
• Encouraging alts means without forcing change if it is fast to use and economical it will be used
• Encouraging car pooling
• Encouraging less private vehicle use and making the city easier to get around by foot, bicycle or transit lowers the co2 gas emissions
• Encouraging residents to utilize alternative transport is of primary importance – central to which is giving
• equal or greater importance to these alt
• Existing roads are not conclusive to bike travel
• Expansion of public transit network
• Fitness or alternative transportation discounts on taxes
• Fits with planning for more compact community
• Focus on alternative transport is wonderful – bike parking (secure) in downtown would be wonderful!
• Focus on alternatives to private auto greatly reduces ecological footprint and cost of road network
• Geared toward alternatives
• Have incentives for people to use alternative methods
• Have safe paths for walkers and cyclists
• Having transport infrastructure and service accommodating a variety of users and encouraging a healthy population
• Health impacts of more physical modes of transportation
• Healthy living
• Higher density residential living (especially around the downtown) would lead to more people being able to walk or bike to their destinations, and would also increase transit ridership and efficiency
• Houses won’t need big garages stuck onto their fronts
• How about a bike tow bar to get up and down whoop-up drive hill
• Huge time to rethink how we move about
• I am willing to give up some auto convenience to gain some alternative convenience
• I feel smaller bus sizes should be utilized to reduce the expense of running them
• I like the amount of pathways but need more
• I was confused that equal priority received so much support given that people tallied what transit and expanded transit was supported
• I work in a situation where I cannot always leave to move my car and then I’m ticketed because my hasn’t provided somewhere for me to park during my shift
• I’m hopeful people will accept alternative transport ie biking, walking
• If private vehicles are secondary will people be taxed for using private vehicles? Or charge to drive on certain roads
• Improve bike paths in city and expand
• Improved healthy active lifestyle will support more alternative forms of trans
• Improving feasibility of alternative transportation makes Lethbridge: safe, affordable, clean, walkable, friendly
• Increase major centre car parks costs including malls
• Increased emphasis on alternative trans
• Increased option for safe alternative modes of transport where those modes don’t have to compete with full size vehicles eg electric bikes, scooters, biking and walking lanes/paths separate from regular roadways
• Increases safety for cyclist/pedestrians
• Increasing alternate transport and the health and environmental implications! Yeah
• Increasing alternative modes of transport
• Increasing bike paths, walking paths
• Increasing the alternative transportation on priority will make the choice to leave one’s personal vehicle at home, an easy and obvious choice and will benefit the environment also
• Industry/workplaces, healthcare/health insurance providers need to work together to make this feasible
• It considers a realist version of the future that such a large % supported making alternative transport a priority
• It will allow future access to autos to all income groups but encourage greater usage of more economical, green and healthier alternatives
• Leave the cars at home, take transit, walk, bike, to keep our earth happier
• Less auto to bicycle accidents
• Less auto to pedestrian accidents
• Less dependent on car
• Less road repair if fewer cars driving one person around
• Loving using the bus regularly – a 20 minute, worry free trip for me
• Make bike lanes so they aren’t on the roads
• Make driving a car, SUV less appealing through user fees. Encourage walking and biking and mass trans
• Make driving autos less easy/convenient
• Make it easier for commuters elsewhere to participate in this as well
• Make it easy for people who want to get out for a walk or bike ride – they should have plenty of opportunity and paths
• Make it inconvenient to drive!
• Make neighborhood pedestrian and bike transport a priority
• Make room for others
• Make streets pedestrian friendly, bike friendly
• Make the alternatives a better option (faster, no parking etc)
• Making it friendly for me to choose other options
• Making it safer for my children to use their bikes for transportation as they enter their teen years. I feel that Lethbridge is a very physically active community. I see lots of people running/biking/walking that would take advantage of space for them, that would make it easier to travel from point A to B
• Making lanes for scooters, motorbikes and commuter vehicles will encourage this form of travel
• Making the city more walkable could encourage more people to do so
• Maximize alternatives
• Minimizing sprawl and better transit could help reduce car usage – more core development
• More access/alt
• More alt, seniors (increasing numbers) need safe and timely opportunities to attend events without driving
• More bike paths
• More bike paths
• More bus routes, cheaper taxi fare, more hybrid/electric vehicle transport options, more car pooling
• More buses – regular, handy bus use will stop cars and also lessen pollution
• More community awareness with more paths and walkways
• More emphasis on public transit and bicycles, many elderly people not able to rely safely on these, so still need to accommodate cars
• More options – more buses available and more frequent schedules
• More pathways and bike paths throughout the city
• More pathways connecting other areas. Pathways are key to fitness and people using alternative methods of transportation
• More people walking and biking and subsequent health benefits
• More room for alternative ways to travel – bike paths and sidewalks expanded
• More support for biking and walking. Move away from dependence on vehicles
• Most people want alternative transport
• Most votes were for alternative transport, more frequent bus transport
• Must always be open to new options ie new modes of transportation
• Need adequate bike racks at commercial locations
• Need to focus on alternative vehicles as well – bio fuels, electric vehicles
• Need to recognize alternatives exist
• New bridge toll?
• New paths and roads to accommodate cars, bikes, buses etc
• Nice to be able to move around city easily other than by car
• Opportunity to carpool, bus, bike in a timely manner
- Options for younger people (teens) to get safely around without a car
- Other lane for cyclists
- Pathways
- Pedestrian friendly streets very important – people should walk and cycle more and it should be a pleasant experience – lots of trees
- Pedestrians may become more important in the city’s future
- People need to feel safe when riding a bike etc
- Plan developments around the public transportation system
- Plan for rapid transit now to complement higher density, make it better than cars for commuters
- Present road system does encourage use of bicycles – too narrow
- Priority and incentives for carpooling and bike lanes etc
- Priority for active modes/transit
- Priority to alternative trans
- Promote alt, wider sidewalks or major road bike lanes
- Promote car pool lanes/bike lanes in downtown core once its more dense
- Promoting of supporting alternative methods
- Providing more opportunities for bikes, roller bladers, scooters and other alternative modes of trans
- Public transport should include options other than just buses
- Push alternative and green methods. People only go green if it gives them a financial benefit or it is too hard to find parking
- Recognition of our peak oil future and the transport changes that will be forced on us in the future.
- Recreational pathways for cyclists
- Reducing auto reliance and improving energy intensity of transportation
- Reliable
- Riding a bike to shop and work, not just recreational these must be commuting paths, get kids back to riding bikes and off the couches
- Road, bike lanes
- Safe
- Safe bicycle/walking paths
- Safety
- Seeing a healthier community grow from the transformation of transportation priority shift to alternative sources
- Seeing more and more alternative options to fossil fuel burning single occupant cars
- Seeing more emphasis on alternative trans
- Shut down roads for people to walk on
- Shuttle services providing door to door service thus eliminating number of vehicles on roadways. Shuttle could be electric vehicles?
- Skateboards
- Stronger industrial area flow (43rd st N is bad)
- Take advantage of government grants to improve infrastructure
- Take some of the arts funds and put to these modes of transportation – healthier people
- That bikes should eventually have their own lanes to ride on rather than on a sidewalk or wherever part of a strip they could travel on
- The concept of a transit shuttle for commuters from bedroom communities, like waldalde and coalhursh into Lethbridge
The opportunity for walkers paths/bike lane
There is need to provide for other types of transport than just auto
There is nowhere to park downtown for a decent amount of time, my boss has to currently move her car every two hours… that’s ridiculous!!
Thinking about alternative forms of transport as it becomes more of an option for people is important
This shows a definite public interest in more alternative modes of trans
To encourage alternative forms of transportation
To encourage less use of private vehicles
To push for more alternative trans. I would love to see more areas where we could park our bikes downtown to go shopping
Transit will be used more if it is not enjoyable and a hassle to drive
Transportation priority should be on public and alternate means
Walking paths everywhere
Walking/cycling
We are making efficient and low carbon choice for transportation
We are realistically looking at practices that results in motivating people to consider and carry out other alts
We don’t have enough info about where development will be allowed, will there be enough electricity to feed alternative transport, electric cars. Will roads be in place before areas are developed, how will existing roads be developed that may change neighborhood
We must determine ways to bring bus efficiency to nearly the same level of service as private car
We need better bike paths north and south – east and west, to go up town or to big box areas
We need much better commuting paths from north-south for cyclists, independent or existing roads
We need sidewalks for our walking, bikes, our box stores
We need to encourage alternative to just cars! Save GGR! Greenhouse gases)
We need to make use of alternative sources of energy
We need to prioritize pathways and bike trails that allow for commuting, not just for recreation purposes
We need to recognize the important role alternative transport will play
What about making bike lanes on mayor magrath?
Why not use the rail line across the river to transport people to hubs?
With a priority of alternative transport service will be efficient enough that more people will use it
With increase alternative transport options there could come a positive environmental impact
Workplace has showers/locker room and flexible work hours to accommodate biking to work
Would like to see nicer trails and have them actually maintained in winter that encourage walking
Would shuttle buses rather than large buses be a more appropriate system

More local services
Location to amenities
Location to work
Make walkable neighborhoods local services
Need a second bridge to access to services like the hospital from Westside
Environmentally friendly

- A push for green community
- Beautification of the city and walking paths, trees etc
- Bicycles - one day a month ban cars – initiate health awareness and the environment
- Do not need handicapped buses for less mobile individuals if all buses and drivers are equipped (as in Vancouver) for many routes for many times/day
- Encourage people to become more eco-friendly
- Environmental benefits
- Environmentally less harmful
- Green transport
- Green transportation – light rail main routes, electric/bio-fuel buses
- Healthier living choices, less greenhouse gas emissions, increased green space
- High cut down on car pollution, put in some biodiesel plants and pumps in the city and make using transport easier for everyone, like bike paths
- Huge ‘green’ possibilities – bike paths on streets for commuters
- If encouraging more ‘eco-friendly’ travel add more greenery eg. Trees, boulevard plants, shrubs
- Less pollution
- Less smog, environmentally friendly
- More emphasis on ‘greener’ transport alternatives, which have largely been ignored in the past
- No need for new bridge for cars
- Reducing waste and emissions
- Tax ecological big footprint users
- The increase of alternative transportation has potential to reduce environmental impact
- We can reduce pollution
- We need to walk and bikes and less cars to keep our country green
- Will reduce GHG and encourage healthy living (walking, cycling, clean air)

Benefit of the vision: strikes the right balance between driving and alternatives

- A balance of both single occupancy vehicles and public transport allows people who require vehicles for work related usage ie farm trucks, the infrastructure they require and also public eco-friendly choices for those who don’t
- Allow for choice
- Alternative is limited and maintaining the original transportation mode
- Alternatives are short changed today
- At least equal opportunity for all alternatives
- Autos/buses/alternatives
- Choices
- Consider equal priority to all types of transportation
- Difficult to wean people from auto use until either better options exist or driving becomes a real hassle
- Encourage a variety of services in each neighborhood
- Equal accessibility would make a reasonable trade off
- Equal opportunity is key given reduced usage of alternate transportation in winter months, need to be realistic
- Equal priority – alternative transportation and auto encourage cycling, walking, carpooling and transit
• Equal priority should improve pedestrian access to more services
• Equal priority to all transportation modes
• Equal priority to all transportation modes
• Having equal priority, very important to helping stay green
• I can leave my car at home or even go from 2 car family to 1
• I like equal opportunity
• I like walking, but it is not practical for primary transport cars give freedom that is practical speed
• In a city with a relatively small population, auto transport will continue to be a priority
• Lethbridge heavily caters towards autos, a shift to equal priority will match Lethbridge with similar sized municipalities with regards to alts
• Maintain present mix
• Maintain present mix
• Maintaining current right now it depends on the public and gives them a choice in what they wish to do
• Make sure there is somewhere for people to go to
• More accessibility would make the city more interesting, safer and more beautiful
• More equal ways of traveling
• More for all transportation – cars, buses, bikes
• Options
• People will still need to drive some sort of vehicle in 2050 considering surrounding communities and distances between communities. Need to support this somewhat, however common transport by vehicles will need to support this as the need for alts will be significant in the future
• Provides more options for aging population, buses to senior residences etc but still provide good services for vehicles
• Take some focus away from the automobile. Encourage walking, cycling, transit use or car pooling but don’t discourage people to use their autos
• The city need to plan for all ways of getting around
• The opportunity to give more priority to alternative transportation but not restricting car use
• Too much emphasis on alternative, doesn’t fit the geographic profile
• Transport priority given to all methods of trans
• Transportation mix I feel should be equal
• Try for equal priority – however people need easy access to facilities
• Vast majority willing to accept and priority for modes or transport
• We live in the part of the country where sometimes using a vehicle is necessary (ie. Winter travel)
• We need to lower need for a car except maybe to get out of the city, see Singapore 1973/74
• We should promote on travel in vehicles >1 passenger, continue increasing bike paths, green spaces. Ensure sidewalks in neighborhoods are not lost, keep people walking and biking and kids will be safer
• We want it to be an option for people to use whatever mode of transportation to get around Lethbridge, good parking areas for cars and good bussing
• We’ll need to accommodate older population who are less likely to cycle or walk long distances
• Whatever the priority keep traffic low by using multiple strategies – biking, walking, incentive, encourage different work times, start times etc
• While laudable, not practical until transit is significantly improved

Other
• A third bridge for safety and health
• Adopting California type laws for clean running vehicles
• Another bridge for west Lethbridge drivers
• Beautiful parks to walk through on my way to work
• Being able to get to work on my bike without having to climb a hill over 6% grade
• Better transportation priority for disable
• Commercial developments
• Consideration given to demographics, which will be changing significantly over decades
• Determined by location of places of employment
• Don’t want to wait
• Ensure all citizens can get around - students, seniors, everyone
• Get rid of the box store parking lots
• Have a ring road around city and bridge to cross at south end to Westside
• Huge resources spent on this type of transportation network
• I find the city to be very accessible but this is because I live in Heritage and can walk
• Improve air travel service – we need jet service
• It doesn’t focus on north south alternatives
• Less expenditure on roads
• Less lights and more thoroughfares
• Lights not in synch
• Municipal partnerships
• No more huge areas for parking if extra parking needed – look at multi storey parking NO paving over any part of civic centre field
• North American love affair with their vehicles, other can change-not me attitude!
• Not very many cabs can take handi-people
• Nothing – reality is missing particularly on cost
• On the west side it is very difficult for us to walk anywhere
• Pedestrian crosswalks marked with flashing lights
• People say they want a priority on alternative trans, in reality will they use alternative transport if available?
• Plan for tomorrow, upgrade today
• Private vehicles will still rule, easier access will be needed for the 1000s of new vehicles on our streets
• Road bring in and out services and resources it is the cities arteries
• Safety is not being enclosed in a vehicle, it is recognizing there are other real people
• Stricter laws on jaywalkers and pedestrians and bikes that break the law, license plate for bikes
• That roads serve planning and neighborhoods and do not dictate life
• The windy nature of our city makes it difficult to bike/walk all the time
• There are too many stop lights on major roads ie mayor magrath dr
• There is alternative options to gas, having diesel more accessible
• Today would’ve been a bad day to bicycle to work
• Update pedestrian crossings so all traffic stops and diagonal crosswalks are possible at major pedestrian crossings
• Use of momentum on coulee down slope to propel upward (speed enforcement)
• We don’t know what technology will provide, but we need to ready
• We will still be a small city comparatively speaking in 40 years
C.7: Resource Policy

Best Practices

- A healthy community has been achieved (2050) because we took the initiative, a reflection of all other choices
- A more sustainable plan may have some initial costs but has so many long term benefits including fiscal benefits
- A small raise in taxes is fine. Our building of a denser growth space means better parks, savings = fiscal health, our whole scenario summary is better. This town is best built on better transit and denser housing
- Achieving best practices is surprisingly easy in many cases. For example the town of .......... has a very successful recycling policy with a mandatory 3 bag limit on household waste that I find easy to follow when I lived there. As well, with all the sunshine here, the city should be a leader in using and demonstrating solar use. One of the biggest problems with the automated garbage bin collection is it takes away incentive to reduce garbage use
- Achieving best practices would be a great improvement over our current practices; I am pleased and surprised to see such support
- Alberta and Lethbridge have a long way to go to catch up with other parts of Canada, but the vision challenges us to go there
- An area to give our best effort, this is major in profile and potential to move here, live comfortably, enjoyably here
- Be a strong leader in protecting and saving our resources
- Best and highest practices should be in place
- Best practices are the minimum we should be targeting
- Best practices please
• Best practices, what are the best of the best out there? Encouraging gardens, composting, waste reduction, recycling, regenerating
• Better resource policies only if it is a utility, supporting recycling
• Can be achieved by taking small steps in that direction, development of a strategic plan to meet this goal
• Chance to improve all aspects of city living
• Citizens are committed to improved resource management
• City $ vs citizen $ join together to attack this problem
• City needs to be clean and safe
• Collectively we are concerned about prudent resource management even if it costs more
• Cost benefit analysis shows that better managed resources benefit overall
• Effort on resource policy left no real choices that made sense
• Encourage best practices or better
• Encourage Lethbridge to try to meet the highest standard in the management of resources, municipal best practices
• Encouraging best practices will improve the health and sustainability of Lethbridge and will ensure that all citizens can enjoy a good quality of life and a clean/healthy environment
• Even if something is good, there’s always room for improvement
• Everyone does their part, big or small people start trying
• Have a nice city we all need to pay taxes and user fees, pride has a price
• Higher taxes are small price to pay for good service. Aging population does not need large lots, revitalizing downtown and old sector of town by putting in new apartments etc
• Highest effort 57%, this result makes me extremely hopeful for our city
• Highest effort is greatest goal
• Highest effort made eg. Halifax
• I like the lifestyle we have in Lethbridge yet we can improve to benefit our surroundings and economy
• I think this is the most important thing to improve. If we can’t manage our wastes our health suffers, and what’s more important than health
• I think we don’t have any choice but to put a lot of our resources towards renewable resources – achieving best practices, how else can we achieve progress?
• I was delighted to see most in our group favored the most effort possible put toward resource use
• I wouldn’t want to live here if we can’t make this a priority
• If this isn’t a priority then roads, transit, transportation development policy aren’t important
• Increase effort to provide highest possible efforts on resource policies
• Individuals being responsible for their own lifestyle (recycling, water, transportation, energy etc). Community gardens, offsite parking
• Interesting – everyone complains about costs, I’m delighted that we committed to adopt best practices
• Less effort: this will become a personal initiative, incentives will be needed
• Let us maximize our resources at all costs. Short term pain for long term gain
• Living sustainable with our resources, reducing, reusing and recycling our resources will ensure our future health
• More efficient use of resources benefit community as a whole
• More effort to use resources to improve quality of life
• More effort, saving for the future is good but we need balance with the economy. What good is saving the environment if it wrecks infrastructure.
• More effort/highest effort
• Need to be proactive
• New ideas are always developing, we need to get on board
• Our existing efforts at resource conservation, which I feel are typical of communities this size are not cutting it. Other alternatives are needed and they are getting more public support
• Planning resource conservation and accepting our responsibility to a planet of people. Reduce water, energy efficient housing like the living home
• Pride, diversity, distinction and unique setting up as a city that on the world stage is one that can be looked toward as an innovator in creativity, eco-responsibility and healthy, active living for its citizens and visitors
• Quality of life will diminish beyond our control, if we don’t focus on fixing what we’ve damaged
• Raise taxes by all means, if it means less ecological waste, greater economics of transportation and housing etc. I think we should be moving forward - Dutch or Scandinavian style economy and culture
• Research, adapt, promote best practices
• Result of quality of life would summarily improve and enhance our footprint
• Some improvement in resource
• Spending taxes to increase quality of life and clean air/parks/recycling/public transport etc
• Such a large vote for best practices
• Taxes (cost) vs survival of the species? I’m willing to pay for this area
• That quality of life would be improved and the long term viability of the community will increase
• That we learn and incorporate best and better as a vision
• The city should always strive to be using best practices Lethbridge should be the leader in many areas, mainly in using and producing green energy and community spirit; support those non-profit organizations that increase community spirit.
• The current economic crisis has not stopped resource reuse and best practices
• The potential
• There may be hope for our future generations
• This is not a big city, we can be innovative and adventurous because of this
• Time to be assertive with best practices – but use an entrepreneurial approach in establishing funding mechanisms
• To achieve the best practices that our city can and decrease our ecological footprint
• Vast majority want the city to adopt best practices
• We must improve our efforts to manage our energy and resources
• We need to do the best can. If we want to grow, we have to maintain or improve what we have. This can be a $ saver in the long run, no more compromising to achieve short term gains
• We should be increasing our efforts
• We want change, we will be the leader, Lethbridge will continue to be the best place to live

Environmentally friendly
• A better environment for the next generation
• A potentially sustainable future
• Air quality/GHG
• Any decreased effort into environmental sustainability is not an option or we will not have a planet left
• As efficient as possible, use of wind, solar and geothermal energy as much as possible
• Become a more environmental focused and friendly
• Best environmental practices is very exciting
• Black out day? All lights, power off for a day or an hour?
• Canadian/North American leader in environment policy and laws
• City owned windmills to provide electricity
• Clean air, water and land are priorities
• Consuming energy, water
• Eco-friendly
• Effort is made to be the best in energy conservation
• Electric buses
• Engage and increase more effort on making a green city
• Environmental consideration are paramount
• Environmental stewardship must be one of our highest priorities
• Environmentally friendly
• Going green – improving environment, promote healthier lifestyle
• Good idea to reduce GHG,
• Green
• Greener is better and necessary
• Highest effort – we need to do more for the environment
• I am surprised by the support for significant expansion of effort at greening
• I think that energy efficiency is needed along with wise conservation of all resources
• I would encourage council to move towards creating a carbon-neutral community through all of its decisions, not just those related to resource policies
• If done properly Lethbridge will be a green, people friendly city in the future
• Incentive for less energy consumption
• Leading edge environmental controls with ease and availability
• Lethbridge is a leader in environmental management
• Lethbridge should have its own wind farms
• More effort towards an eco friendly environment
• More environmental effort
• More focus on environment gradually, people will not support it if it costs a lot at once
• People care about environment but aren’t willing to change practices
• People want to spend on ‘green’ issues
• Possibility of powering our entire city on wind generated power
• Possibility of reducing environmental impact
• Reduce electricity/gas costs, use our resources efficiently
• Reducing infrastructure through fewer roads and higher density creates resources to create a cleaner and greener city
• Regional approaches (incinerators, wind/solar)
• Shows we’re aware, we care about things that matter, health of people and environment, use alternative fuels, no nuclear
• Significant effort needs to be placed on sustainability despite costs, the city would see economic growth and savings because of greener policies
• Significant reduction in GHG emissions, healthier global environment
• Solar panels installed on buildings to cut down carbon emissions
• Solar panels, wind power
• Sustainability
• That out city had enough vision to avoid the worst impacts of global warming and that we have maintained community and culture
• That sustainability and environmental concerns are of principle importance
• The environment and a healthy clean city should be the main priority of even municipal government. Maybe Lethbridge could be an example to other cities, greener is better.
• The environment has to be the number one priority, the health of any city or person depends on this first and all policies should focus on lessening our carbon footprint
• The environment is very important
• There is broad support and interest for improving environmental standards and practices in the city
• Truly ‘green’ policies
• Use our sun and wind to take us in the future of resource management. Promote better packaging and bagging
• Utilizing our sustainable resources – wind, sun, hydro, hybrid buses
• We have to be cognitive of the environment but we don’t need to get fanatical, education to make the residents self responsible
• We manage our resources so as to reduce our eco-footprint
• We need to do everything within our power to be environmentally friendly and decrease our impacts on the environment
• We need to make our city as green as possible
• We should be making better use of our strongest resource – wind! Forward thinking, leaders, innovation
• We should be the best we can be, time is running out to save our environment
• Wind power
• Would like to be a progressive community when it comes to environmental programs

**Waste Management/Recycling**
• ‘Blue bin’ program in Calgary is only $8 a month for all who live in 4 family or less complexes. It’s cheap and convenient
• Again in Europe they have excellent biodegradable programs set up by municipalities (waste management and recycling)
• Back alley pickups by city
• Better recycling
• Blue bin program like Calgary
• Branch drop off sites
• Cleaner city that recycles and reduces its waste
• Cleaner city, garbage from alleys and large items, water conservation, recycling a priority
• Community composting, water and natural resource protection, diversion of waste via improved recycling options and enforcement; conservation of natural resources a priority issue
• Compost program (make it convenient, people are lazy)
• Compost sites year round
• Compost your waste
• Concentrated effort in this area very important – waste management, water conservation
• Consider a ‘bag n tag’ system where you have to pay for each bag of trash you toss
• Convenient toxic round-up, not taking it to the dump
• Curbside recycling
• Curbside recycling is necessary, it should be integrated into the garbage pickup system
• Diversion from landfills
• Edmonton makes money on their recycling policy and produce electricity
• Encourage less litter and recycling/renewable usage
• Expensive, recycling not working efficiently, products prove expensive
• Garbage tubs provided by the city should be smaller, to encourage recycling and composting. Tubs are far too long!
• Have a recycling program (we don’t really now)
• Have Lethbridge become a leader in our country in the areas of waste and resource management. A world leader even
• Highest effort – have mandatory recycling, water use by law
• Highest effort, promote curb side recycling
• I like recycle sites, people should take responsibility to take it on themselves to recycle, those who want home pick up should hire
• I really like our recycle program
• I would like to see a community composting program
• Improve waste management
• Incentives for recycling
• Increase recycling programs, integrate more efficient and effective modes of waste reduction (ie composting, recycling) and h2o conservation
• Landfill areas/land less needed
• Less wastage by residents
• less waste
• Let’s be a leader for Pete’s sake! Composting, recycling, energy management
• More convenient recycling
• More recycling options are needed; blue box programs should be implemented. The current recycling depots are over flowing and messy
• More recycling programs
• More yard waste drop off points
• Need roadside recycling pickup
• Pay for personal waste disposal/size to weight
• Recycle people
• Recycle, blue box
• Recycling programs (3 R’s)
• Reducing the load on the landfill will be an important concept
• Research into more efficient and inexpensive recycling and waste reduction programs seems prudent
• Reuse, recycle, renew
• Solid waste reduction is extremely important
• Take liquor bottles back to the liquor store like BC
• The city is awesome now with recycling and keeping our city beautiful and livable
• The fact that we will be decreasing our economic footprint and increasing the amount of materials recycled
There are amazing things happening in Sherwood park as far as recycling is concerned…look into it, Sherwood park is just east of Edmonton in the county of Strathcona.

There is no excuse not to have a recycling program when there’s been an opportunity since the 1970’s! Waste management programs of many types

To see recycling at all homes, Edmonton has a great plan

Transfer station to divert recyclable/organic material from landfill

Tree recycling – chipping

Waste management

We already pay for recycling but we need to move ahead if we are paying for a service where the kick is the service! We recycle on our own.

We must encourage more recycling, composting and be given tax incentives to do so

We need the city to bring in recycling bins for each household, look at Edmonton

**Clean and natural city**

- Cleaner city and place to be proud of
- Cleaner, greener city
- Community gardens
- Encourage urban gardens and grow your own food
- Explore green options for pest and weed control, fertilization
- Get rid of your Kentucky blue grass deserts
- Have more community gardens ‘allotments’ for the south and west of Lethbridge for people to grow their own food, also have ‘yard waste’ drop off sites
- I like the parks and our water
- Keeping Lethbridge clean
- More effort – clean, green, colorful
- No sense having a green village that is furthest away from shopping and services. This would be first priority which is very important
- Plant more trees
- The amount that needs to be to make a safe clean community, I hope you know how much effort we need
- This is the dirtiest city I have ever lived in
- Xeriscaping and using nature species for public spaces

**Water Conservation**

- Conservation of our water etc is important to our future
- Improving our public water quality and reaching our municipality is best for all aspects
- Irrigation water untreated
- Keep current on water and sewer treatments
- less water
- Water bill per meter cubed – no delivery charge, charge for true cost of water/meter cubed as auto gas is charged/L
- Water conservation and quality
- Water conservation day – no water use for a day or an hour
- Water will be the most important resource in the near future. Lethbridge continues to build parks that require tremendous amounts of water for irrigation. This part of the world is not supposed to
be green all summer and trying to maintain them with an increasingly scarce resource is ridiculous. We need to incorporate ideas that use less grass and alternative landscape ideas

Concerned about money/taxes
- Environmental conscientiousness is policy for the wealthy?
- How much are we willing to pay as hidden costs and open upfront costs
- It identifies that there are cost implication on various planning decisions
- Let the market determine, don’t force programs that are subsidized by the taxpayers
- Moving in the right direction but at what cost? Cost implications unclear
- Must keep costs down/be sustainable
- Seems like to incorporate it would cost some money
- Significant increase in taxes required to fulfill this vision
- That there will be less wasting taxes
- Understanding how my tax $ impact the city
- Would not highest effort increase taxes? Dramatically?

Other
- Access to grocery stores must be maintained in downtown Lethbridge! Go for quality in resource policy
- Community involvement in the process
- Could we not use our resources more wisely instead of spending more! Innovation
- Creating a healthier city to live in
- Environmental policy should not be Draconian or intrude on privacy or individual liberty
- Get restaurants to supply wooden utensils instead of plastic for take out
- Have to decide what is most important. By drastically enhancing the resource policy, you take money away from infrastructure projects, recreation, arts, entertainment. By moderately improving resource policy one is still left with some fiscal possibilities
- Health for people, environment, life
- Help to ensure healthy future for our kids
- I don’t think the city administration has the expertise to make decisions on the variety of options
- Is the proximity to earth day and the type of people who come out to these influencing the vote here
- Less manure smell
- Making services easier to use (recycling/composting) for other people who may not have the abilities, opportunities or resources to do so on their own
- Many assumptions are made using this model when projecting into 2050
- Proper and fair billing for each home – no more gouging on utilities
- Reduce health problems
- Remove administration charges from utility bills
- Significant increase in taxes required to fulfill this vision
- Some cities are doing a lot about this, let’s try it
- The city should be socially responsible and should encourage the citizens to be the same
- There is a long way to go
- Tie into provincial/federal management change of life way
- Town council looking at this (and transport) and will hopefully take note
• What population level can be supported by the water in southern Alberta?
• Would be great to have a good air quality with no manure smell
• You need to dish out $ before you can see changes with resource management: ‘if the only tool you have is a hammer; all the problems you see will be nails’
C.8: My Favorite Part of the Workshop...

**Seeing the effects of our choices with the computer**

- Ability to integrate consequences of choices on a variety of indicators
- Actual visual on how changes would impact things
- Actually seeing the results of our choices and how they relate to each other
- Being able to see the consequences of choices
- Being able to visually see the outcomes of policy choices helps to prioritize for the future
- Being shown what the protected future of not only our city but our future as citizens of Lethbridge
- Cause/effect – visuals/graphs readily seen on screen (from metroquest)
- Chart comparisons
- Comparing current scenario with new scenario
- Creating a future for Lethbridge with the software
- Getting to see the results of the different scenarios
- Good attendance, good program and model application
- Graphs of projections into the future
- I enjoyed being able to see the results
- I enjoyed seeing the impacts of all our ideas/decisions in a futuristic model
- I enjoyed viewing the results
- Immediate feedback
- Immediate feedback provided by voting
- Immediate results
- Instant feedback
- Instant feedback

Image created by [http://www.wordle.net/](http://www.wordle.net/)
Instant impact assessment on changes
Instant results
Instant showing on overhead of what our votes mean
Interactive and instantaneous feedback to our choices
Interactive nature of the process was great. Having the ability to see the outcome of the choices that were made
Interesting to see the impact of the decisions made
It helps people to visualize their choices
It showed up our decisions and what it would look like
It was interesting to see immediate impact of planning decisions
It was interesting to see the graphs and charts for what our choices are and how we are affecting everything with our choices
Liked how we got to see how our choices affected us
Mapquest visual was very powerful learning aid
Option finder
Option to review selections mode after learning about impact of choice
Quick answer and results of questions
Real time graphics of voting results
Real time of what the action would be
Seeing consequences
Seeing how much interest there is in a sustainable future
Seeing how the voting affected the different scenarios
Seeing scenarios using real data from our votes
Seeing the difference we can make – knowing we can make our city match our vision
Seeing the effects of our decisions
Seeing the future vision/growth
Seeing the graphic (pie slope) depiction of the various directions accepted by values.
Seeing the impact of how our decisions change the look of our city
Seeing the outcome(vision) from our votes
Technology
Technology – visual support was easy to see ‘results’
The ‘direct democracy’ aspect and the real time display of voting results
The ability to visualize our vision of the future. Great
the computer modeling
The immediate display of results and their implication on all the community factors was wonderfully revealing. A fantastic use of public input
The instant results of voting
The interaction feedback as a result of the voting
the iterative review of variables was neat
The program (metroquest)
The scenario comparison
The scenario summary! That was so neat to see how our opinions formed a picture
The software program
To be able to see how our decisions have impact on other decisions
To see the results of the voting so quickly
Use of new technology
• Used the model to show results of choices
• Using the option finder and prophesying the future
• Very interesting having the graphics giving us immediate feedback. Thanks
• Visual feedback
• Visualizing effects of our decisions
• Was seeing what our decisions changed
• Watching how our ideas can become a vision
• Wonderful to see so quickly what sort of impact our decisions would have

Interactive voting
• Ease of voting
• Explanation of the process, us participating online was helpful
• First of all the workshop in general is fantastic – having a voice in the community development is great. Favorite part was how interactive the workshop was.
• How interactive it was – for the people, by the people
• I am 12 so I liked the voting
• I liked being able to vote on certain issues and see the results
• Interaction
• Interactive and guide results
• Interactive format
• Interactive nature of workshop
• Interactive nature of workshop
• Interactive survey
• Interactivity
• It was interactive
• It was interactive
• It was very interactive! Well done
• Liked the voting process
• Pressing the buttons
• Pushing the ‘vote’ button
• Pushing the buttons, feel like I made a difference
• Re-voting after seeing the impact of our thoughts
• Seeing how my voting has affected the future of Lethbridge
• The interactive presentation with numerous options displayed at a fingertip (now how much did that cost?)
• The interactive voting process
• The interactive voting system and the results
• The pressing button and visual response
• The touchpads and instant results and visuals are easy to understand
• To see possible consequences of voting
• Using clickers to get instant data
• Using the clickers to vote, very efficient and edifying
• Very interactive
• Very interactive
• Very interactive and good information, extremely democratic program
• Voting
• Voting
• Voting
• Voting
• Voting
• Voting
• Voting and seeing instant results
• Voting for 2 extra people and that someone ‘stole his thunder’
• Voting on choices in planning our city
• Voting was fun, level of detail was not particularly high

Having my say in our future
• Asking my opinion
• Being able to take part and have a say, my vote counted.
• Being allowed to express opinions and share my vision for the city of Lethbridge.
• Being included
• Being made to feel like an integral part of the planning process and being able to see what our decisions actually will look like
• Democracy in practice and opportunity to plan our city
• Direct participation
• Giving my opinion and having a say is important
• Good idea for input from various people and groups – keep going
• Having an opportunity to participate in planning your city.
• Having the chance to voice my opinions
• I come to give information not to be taught on planning and public policy
• I enjoyed the participation part
• I love that you guys ask about our input, more sessions like these with higher turnout would be great
• It’s nice to have a say
• My favorite part is having the opportunity to contribute
• Opportunity to participate
• Opportunity to provide my input
• Participation
• Participatory democracy
• That you value our input – hopefully we will be heard and not have this yet another token public input waste of time and money
• The opportunity to be involved in shaping the future of the city
• To be allowed input to the process
• Voicing my opinion

The music
• Music
• Music and the way I can get involved
• Music fun but too loud
• Music is a nice touch
• Music/having a choice

Discussions with other folks
• City and citizens coming together and talking
• Community participation
• Discussion
• Enjoyed meeting people from the community
• Finding out what others have envisioned
• Group discussion
• Group discussion
• Interacting with other people
• Listening to the others at the table and hearing their views
• Meeting other community members
• Open discussion
• Overall view of the people from areas of the city, varied ages of the participants
• Small table discussion
• Table discussion at beginning
• The participants
• Visiting with the other folks at my table
• working as a group to come to some great decision

Learning about our future
• Demonstrates the impact from all aspects (eg financial, environmental etc)
• Density development scenario
• Exploring very real possibilities to consider as achievable
• Input given is being recorded and responded
• Knowing that our community is considering responsible growth/citizenship with greater depth and breadth
• Knowing that the city is moving forward and sustainability planning
• Opportunity to learn about what the plans are for Lethbridge 2050
• Opportunity to see where the city sits now in attitudes
• Seeing the future demographics and the urban sprawl on current model
• Tentative directions/ the city’s growth from now til 2050
• Variety of choices and ramifications if implemented
• Very interesting model; necessary to see how development will impact us in future

Facilitator
• Dynamic and explosive speaker, he was able to keep people’s attention
• Facilitator is well researched
• Friendly host for workshop
• Good presenter
• Great workshop leader
• Interesting exercise and good presenter
• It was very good
• MC’s were enjoyable
• The ‘host’ had a very friendly yet informative manner! He was an excellent moderator
• The engaging speaker that made participating in this process informative, interesting and exciting.
• The facilitator was very engaging
• The presenter
• Very well explained

PowerPoint/visual presentation
• Clear power point
• Excellent graphs, easy to follow/read
• Presentation was well done and the software powerful
• The visual effects of the graphs in the PowerPoint was good. Helps to see the outcome
• The visuals were superb and easily understood
• Visual presentation

Negative Comments
• I found it to be a disappointing evening
• I would have like to talk about more specific items

Finding out what other people think
• Being able to see everyone’s priorities without knowing who picked what
• Discovering that most of the group shared my vision
• Finding out what other community citizens think
• How the general public views the future growth of the city
• Interesting to see the diversity of opinion
• It was also good to see what other people think.
• Seeing that so many others supported alternative transportation and responsible waste management
• Seeing the changing costs of decisions, excellent technology
• Seeing the results of the other people voting in the room (surprisingly forward thinking)
• Seeing what the groups responses were
• Shared vision (community consensus)
• The realization of the high degree of support for environmental sustainability
• To see that the majority of participants are socially motivated and greenish in outlook

Other
• All of it
• Balancing all aspects
• Being able to be a part of the planning was a challenge in understanding what the council has to take into consideration
• Belonging sense
• Clean way of giving input
• Consideration of scenarios
• Easy to listen to
• Enjoyed the audience questions – people were really engaged and asked a lot of great questions
• Good input data
• Hearing other people talk
• Housing and transportation (affordable)
• I couldn’t believe how much time has passed – 1 ¾ hours went by in a blink
• I like that big road development has an overall benefit in being able to get around and this would be worth it in a more dense city
• I support the continuation of this program
• Interesting
• Interesting process
• More diverse ages than I was expecting – great to see
• Openness
• Ryan Parker’s beautiful smile
• That the city is being proactive in community communication, we should work together
• The development
• The explanations of the plans
• The fact that it was put on – but it would have been more beneficial had there been a question and answer session after the presentation
• The interest in the planning for the future
• Transit topic, and hopefully much better and user friendly
• Understanding relationships
• Vision
• Was able to see what is involved with city planning, I am new to this procedure and would like to become more knowledgeable about this
• What people are voting for is increased taxes and a dense city! I don’t think that is what the majority want
• With the 3rd bridge we would be able to reach places on the southside that are already there, grocery, box stores etc more easily
• Worried about fiscal health
C.9: I Learned That...

![Image](http://www.wordle.net/)

About the views of other residents

- A huge part of the community feels strongly concerning sprawl, alternative transportation, improving/protecting natural resources and improving household expenditures
- Citizens are concerned and willing to change
- Citizens do care about our future
- Good to hear the ideas and opinions of others
- How diverse our visions are; reflected by what our priorities will be in 40 years
- How interconnected all our decisions were
- I was very surprised and happy that the community is open and willing to change. Very impressive
- Many more seem to agree that we need an alternative to sprawl and a car based city
- Many people like to spend more money on tax
- Many people think similarly
- Most people think like me
- Most people want the same things
- Not everyone thinks like me
- People apparently are prepared to spend more for quality of life
- People are anxious to participate – westsiders want a north river crossing and more development
- People are willing to get together to work on a city that we are all proud to live in
- People care, at this time with more awareness and ability to work together than in the past 2 generations we can change the current consumption/pollution trend
- People have similar values and goals about the city as I do
• People like to spend money and pay more taxes on Westside, balance growth was not supported by Westside group
• People really value the use of the automobile and commute time
• People seemed more concerned about city growth than I expected
• People’s opinions surprised me. I was surprised that increased road development was so important to people, personally I think the less road development there is the easier it is to encourage people to use alternate transportation. Adding to less GHG emissions/co2 emissions
• Remarkable consensus in a diverse audience
• Some people are selfish but most are willing to be flexible and accommodating
• That citizens of Lethbridge are smart, caring and thoughtful
• That many other people feel a way that is different from what they would have said a decade ago
• That my votes were usually with the majority - I like that because it makes me feel positive about the future – mine and my friends in Lethbridge
• That so many were in favor of higher density housing
• The city has a ‘downtown’ attitude. Future – move business away from downtown. We have an excellent communication system now. Relieve people traveling into/out of downtown to work
• The collective brain is changing
• The viewpoints of my colleagues
• There are people living Lethbridge that are open to change
• There are people that have no desire to support sustainable growth – future generations will suffer
• There is a collective understanding of some of our future challenges
• There is a great consensus on where the planning should go
• We all have similar goals for Lethbridge
• We can work together
• Westside residents are too bullish about development of Westside, Westside expansion would require huge infrastructure, huge road expansion and leave a major eco-footprint
• Westside residents attach a lot of significance to the possibility of getting another bridge. Making choices that seemed to compromise that possibility was hard for them

Our decisions today have a big impact on the future

• Apart from reinforcing my dislike for accordion and country music, I saw a clear display of how decisions interact and effect one another
• Consequences to our choices/decisions are heavy
• Each decision made by the city and the city’s residents has an affect on all the key indicators
• Effects and results
• How cool the future is, and I’m not alone in my opinions of the future
• How each decision affects the total planning objective
• How expansion costs affect tax costs per household
• How our decision affect our taxes
• How our policy scenario can affect other scenarios eg. Cost of roads, housing etc
• I learned how different policies affect development in other areas. Ie. The relationship between density and roads, spending, energy use.
• Importance of restricting growth of the city
• It doesn’t take long to develop a long term plan, increasing out indicators costs money and increases taxes
• Learned about the need to set priorities now in order to prepare for the future
• On the diagram: the fiscal health could change only slightly with significant increases in many areas important to me (because density decreases costliness of these services)
• Reminder that every choice has a consequence and price, and that tradeoffs are involved
• That change is very slow and goes mostly unnoticed. We have a nice city but we are behind the times with our density. We have too much sprawl
• That I will be 109 in 2050, I would like to leave a clean city for my grandchildren
• That I’m given an opportunity to have input into the future of our grandchildren
• That we can apply reason, cause/effect to outcomes before the fact
• The impact of more compact density housing options on all 10 spokes of the wheel
• The key appears to be densification
• There are many factors that are interrelated that lead to the development of our future. And I have a say – very good!
• There is no future scenario that doesn’t involve trade-offs – best possible, for most people to meet needs of increasing population
• We have to make major changes in vision and policy. We can’t keep growing the same way we have in the past
• When community members have the opportunity to hear and see the impact of their choices- they can make better choices

We need to protect our environment
• How much of the community supports environmental priorities
• I always thought that most people were apathetic but I was surprised how many people supported sustainability
• I was impressed with the group’s level of commitment to environment – exceeded my expectations
• It shouldn’t cost that much more to make our city more sustainable
• Many people want green opportunities
• More people than I thought have an environmental conscience
• Most people around us are concerned about our environment and would like to reduce our eco-footprint
• Most people support green living
• People in general are concerned over eco-nature, what will or may affect Lethbridge
• People really want to look at repairing the environment
• Support for environmental initiatives
• That improving environmental practices does not necessarily break the bank
• That most people believe the environment is a priority for the future
• The community really wants a better recycling program
• The environmental advantage and opportunity is so huge, we must monopolize
• The group here has an emphasis on clean and green
• The majority of participants have a vision of a more environmentally sustainable community
• The projections provide for a generally greener outlook and controlled development in the right areas
• There were more people with environmental/alternative transportation concerns than I thought there would be – awesome! Maybe Lethbridge isn’t as backwards as I thought!
• We do want to be an eco-friendly
Our community is changing quickly

- Cities must grow
- Lethbridge is in for a period of drastic change. Positive change, but drastic change
- That the city will grow in a responsible manner
- The growth this city will have by year 2050

The City of Lethbridge cares about the opinions and concerns of residents

- Careful planning is practical and necessary so that money and space is not wasted
- Citizens can have input many people want to see compact
- City actually cares about what citizens want. Now get the Chinook trail/bridge going
- Community involvement, community voice
- How enthusiastic the community is about this
- I can make a difference
- I do have a voice
- It is nice to know what the current plan the city is working on yet this apparently, does not appeal to the residents as we select our choices
- Lethbridge (city) is doing something – being proactive
- My input counts, I can help build the community I want
- Planning is essential to create a well integrated community
- Planning priorities appear to be moving in a positive direction
- That the city has a plan similar to my needs
- That the city is taking a proactive approach to the future planning for the city
- That we have a wonderful core of people always thinking and working for us toward a future to look forward to
- The city is looking at 2050
- The city is using a great process for urban planning
- There are people in city hall looking at alternative for the future

Interesting facts about our city today

- About city circle member at large
- Alternative transportation is key
- Aspects requiring consideration
- Bus are good things
- Enhanced growth can be accomplished via smart decision making from professionals and public alike
- Everything costs money
- Factors involved in city planning
- If we limited growth to north and south we’d have a healthier fiscal growth
- Limiting growth would be unwise and probably result in suburban sprawl ie. Development in the rural areas
- People need somewhere to walk to – more arts and culture, more flower/trees, sidewalk cafes, health vs illness services
- Population set to almost double by 2050
- Spending on roads seems helpful
• That density has the greatest impact on the 10 community issues that were analyzed
• That density is important to our future in many ways – we need to encourage greater density
• That most of the current growth in the city is taking place in north and south Lethbridge
• That we can still develop our city and control taxes and cost of housing
• That we need to build more dense and limit building outward
• The excitement about Lethbridge growing, hopefully in a steady healthy pattern with no wild sinks in the economy like Calgary and Edmonton
• The importance of higher density housing
• There are tradeoffs to be made to achieve the best possible community
• There is a balance between taxes and development
• There is little emphasis on our healthy, active living in communities that promote a sense of connection
• Vision – how it would look

Negative comments
• A lot of people in the group vote for the latest trends without considering the costs
• All options come with a price tag. Some of the best sounding options will cost too much
• How in many instances the decision were divided very little clear decision
• I am unable to decide what, if anything that was ‘learned’
• I learned that handicap people don’t count very much
• Key topics and issues were decided upon and driven by planning consultants, rather than by the residents
• Rightly or wrongly, I wonder whether the decisions have already been made about these issues?
• That a good speaker can convince anybody to do any crazy thing
• The city is busy wasting time and money on PR stunts like tonight – trying to justify spending and make citizens feel they have a say
• The criteria being used to shape the results are grossly biased eg. Eco-footprint, GHG, water conservation are all part of one. Commute time should be commute distance

Planning/key issues and effects
• Cost vision
• How new technology plays a role in future planning
• How one area of policy can influence all the others and change everything
• How the economics worked in a basic way
• I’d be willing to pay higher taxes for an improved quality of life
• Impact resource policy can plan
• Lots of parameters are involved where growth will occur, what will it look like – how green can it be? Need to keep populace physically active paths? Pools?
• More about city planning and the designated areas
• Need to have commercial and residential with similar design so that they can blend in together
• That there is support for greater infrastructure even if it means considerably more tax, very encouraging
• The effect of reduced density: more road, less people, less feeling of community
• The key indicators are missing

Lethbridge 2050 – Prepared by MetroQuest – May 2009
• The plans that people have for the city are attainable at reasonable cost, provided that the plan is followed through on
• There are many issues to take into consideration
• There needs to be more opportunity for this type of feedback on other issues that affect our city eg. Taxes, social and cultural issues
• This is a useful tool to get people involved and understood the issues the city is faced with

Other
• About many things
• Apathy – only 29 voters! I hope more people show up to the other sessions
• Development east was not mentioned
• Did west side folks vote to expand roads because the 3rd bridge was show? I think so
• Directions the future look like for the city
• Effective ways of improving our city
• I don’t think you are concerned about groceries stores for our taxpayer, students
• I highly support the development of Lethbridge
• Lethbridge citizens can mostly behave themselves at a public meeting, city planners are aware that taxes go down when density goes up
• Not put all the marbles in one pocket, resources needed to maintain the vision must be reasonable
• On large expenses, I believe taxpayers should have a vote instead of running things through. Sometimes there are some very confusing decisions made, council needs to be accountable for these decisions
• Opinion shift
• The choices that the city gives
• There was an absence of attention to the attraction of new business, which in turn will affect demographics and every other segment of discussion
• They appear to be ahead of the city bureaucracy in this regard
• This exercise is about people and what types of living arrangements we will have in the future
• Very closed mind about tax increase if we improve. If we have really efficient waste management like they do in Bletchley landfill in the UK the residents benefit – subsidized electricity from power generated on site. No excess packaging so less recycling cost, depots for recycling, construction, waste etc.
• What is plan your city
• When the city holds events during off business hours, people from all age demographics are able to attend.
C.10: What I Can Do to Help...

Do more to protect the environment

- As a family we try to keep our footprint as small as possible
- Citizens can do a lot for very little money and effort to improve our city: live sustainably, walk, cycle, recycle, compost, plant a garden
- Continue to make ‘green’ choices whenever possible
- I have renovated my home in the last 5 years and have adopted a more energy efficient lifestyle
- I will recycle more
- Live green
- Lobby the municipal government to encourage a greener Lethbridge. Do my part by doing small, green things. Start taking alternative transportation
- Make environmentally responsible choices in my own life (eg. Use my car less)
- Participate more and encourage greener thinking in the neighborhood
- Pick up garbage
- Protest packaging and participate in planning
- Recycle
- Recycle, grass cycle
- Recycling
- Reduce my eco-footprint
- Use existing recycling programs
• We already compost, recycle and put out the box only 1 time/month. Other people need recycling/composting to be made easier or forced to do it. We will all benefit from it in the long run

**Participate more in community meetings and decisions**

• Anything possible – awareness of problem areas in the city, more events like this
• Attend future meetings/planning sessions
• Attend other meetings
• Attend workshops and circles
• Be a part of committee that emphasizes creativity
• Be an active part of my community
• Be involved
• Be involved with city circles
• Be involved with community meetings
• Be more involved
• Being supportive and participating in the idea and decision making process
• Continue involvement with CAG and YAC
• Continue to give feedback
• Continue to provide input
• Continue to provide input in future meetings to workshops
• Continue to support initiatives like this one!
• Cooperate and contribute for discussion and consideration
• Create/join a city circle
• Fill out questionnaires on city website
• Form a city circle
• Get all information available. Keep informed about what city council is doing – please inform us
• Get involved and support community activities
• Get involved, lead by example
• Good citizenship take part
• Hold a city circle
• I can support the plans that are decided on after these workshops
• I have applied to join advisory committee
• I want to get more involved, more of these types of meetings maybe once every year or two
• I will be submitting an application for the ‘plan your city’ community advisory committee and will continue to come to public planning meetings like this
• I will continue to come to meetings etc
• I will continue to support any initiative towards a concert hall for our city! We need that cultural facility
• I would like to be part of the planning process eg. Planning commission
• Increased partnerships within the field/work to assist in this process
• Join a city circle and be a strong voice for change, always seeking solutions for change
• Keep involved and be interactive with my community
• Learn to participate more
• More public forums that increase understanding and logics and allow to input opinions etc
• More such sessions; greater media coverage at such events
• Open to changes, willing to give input. I really enjoyed this opportunity and would participate in the future
• Participate in discussions
• Participate in future forums
• Participate in more of these events
• Participate in the vision
• Participate in these planning input exercises
• Participate in workshops, advertise workshops, encourage other to attend
• Participate with the process as it goes along
• Perhaps serve on advisory committee
• Pitch in, take a leadership role
• Provide my input personally and professionally
• Start making changes in my neighborhood, getting people together
• Start/participate in a community city circle
• Stay involved and active in the ‘plan your city’ initiative
• Stay involved with public policy discussions and decision making
• The steering/planning committee should summarize and continue feedback to public (keep us informed) every decision we make at work or play will reflect in the long range plan
• Volunteer
• Work as a community together to make sure our vision happens
• Working on committees to create/design more green practices. Also horticultural specialists in making areas more pleasant – gardens, edible landscaping etc

Talk to others about these issues
• about it to my friends and neighbors
• Advocate to businesses and community members to participate in public feedback opportunities
• Discuss planning with others to encourage their participation in the process
• Educate friends and neighbors
• Encourage my friends, family and neighbors to attend the other workshops
• Encourage my neighbors and friends to support the directions we need to consider that our city accept
• I am gathering support to have the voice of families heard
• I can talk to my coworkers about forming a city circle
• Invite others
• Invite others and give their input by attending the meeting
• Keep alert and vocal
• Promote my ideas to planners
• Raising awareness about lack of rec services as they are an integral component in making Lethbridge healthy, active and vibrant
• Share info with others and encourage other to attend a workshop next week
• Speak out
• Speak out! Speak up!
• Speak up
• Spread the word
• Spread the word
• Spread the word
• Spread the word regarding workshops
• Spread the word to encourage more people to voice their opinion and share ideas
• Stay involved in the workshop and tell others about it
• Talk Talk to friends and neighbors
• Talk to friends
• Talk to others in my organization, see what their visions are
• Telling people of Lethbridge changes

Change my transportation choices
• Bike instead of using car
• Change my ways that I get around the city, more biking and busing
• Continue to recycle and use public transport
• I can walk the talk become more socially responsible
• I walk/cycle as much as possible, work close to home, live in high density housing, be involved in the planning process
• I would ride transit if it was more frequent and took me where I needed to go
• Make more effort to use public transit
• Take a closer look at how alternative transportation would work in our household
• Take advantage of alternate transportation
• To be aware of city policies and changes and to try use a vehicle-free land, and walk and bike more
• Try to ride my bike up the Whoop-up hill on my way to work
• Use alternative transportation more often
• Walk, ride a bike
• We walked to the meeting

Support Lethbridge and local companies
• Support community markets
• Support Westside businesses

Do my part to change
• Be open and supportive
• Buy a home close to downtown
• Continue to reduce wants in my personal life
• Make the changes today in my life, talk with extended family, friends, neighbors
• Participate more
• Plan for the future
• Plant more trees, keep my neighborhood clean
• Research on new ideas/alternatives
• Taking part in supporting the changes that I would like to see
• Think of those around me
• Use existing services – transit, pathways, parks, recycling bins more focus on services that are utilized

Vote for politicians who support the vision
• As a municipal employee understand that change in the public desire is ongoing and to carry out their wishes
• Encourage council members
• Keep politicians accountable for sticking to the vision for a sustainable Lethbridge
• Make good decisions within the family, vote for a mayor that supports a progressive future
• Make sure city council uses our public input and decisions
• Run for city council or talk to members of council – instill awareness and vote in caring/aware individuals
• Support city council in decisions that support the vision
• Tell city council what we want for our city, through a process like this
• Vote for a city council that can demonstrate an ability to examine all aspects and come up with a clear and decisive vision on behalf of citizens of Lethbridge
• Vote for people who share the ‘vision’
• Vote green and change my lifestyle
• Vote people who share my ideas

Pay taxes
• Pay bus taxes
• Pay my taxes, join a city circle
• Paying extra taxes would be worth the changes
• Support positive changes and not complain about taxes
• Willingly pay higher taxes if required to accomplish vision

Not much
• Let city residents know what a huge waste of taxpayers dollars this was
• Pay less taxes

Other
• Advocate that you include quality of life – key indicators
• Better advertisement, heard from a friend not an ad
• Careful stewardship of public policies concerning waste and resource management. I can set an example for my children and my community
• Funding (provincial funding – grants etc)
• I am a city employee and decision maker who directly influences these policies. It was interesting to see what people want for the community
• I am dismayed that during these times the city would be looking at spending 70,000 to change the garbage cars and add 20,000 for flowers. During these economic times the council needs to be more in touch with reality, there are other places to spend; low income housing, rec center etc
• I am the future, if the plan is followed, I’ll be living the dream
• I cannot perceive what the vision is being presented
• I will fight tooth and nail against it
• If we are doing the sprawl thing we need to keep incorporating green space with amenities, playgrounds, lakes, paths etc in the area
• Keep the city notified of specific details of life that interfere with my vision being realized: eg. Secure bike parking is hard to come by…even the bike rack at the library sucks – everyone uses the handrail
• Keep the websites up for feedback
• Not sure but open a and willing to help
• Support the eventual outcome
• We can strive to encourage the growth and a city that is in control of this growth and attached directions and city tax cost being controlled
• Your model seems old-fashioned
C.11: Anything Else To Add?

Specific suggestions for the City

- 4 lane road bridge drive intersection to highway 3 north, high accident potential on this right merge lane
- A good thing for all leaders to do is to set an example… a good example
- A less top heavy city hall might free up some taxpayer dollars to pay for every change on the reverse page
- Agriculture land in S.Ab is crucially important – it sustains life by providing food
- Be more open to what other European and North American cities are doing, adding bike routes for commuters
- Be sensitive that North Lethbridge to the south side has 5 crossings, West Lethbridge only has 2
- Beauty of historic buildings
- Build rec community centers (leisure centers) to promote arts, fitness for all age groups and people.
- Concentrate major sports convention and arts centers in a huge area with lots of parking and multi use facilities
- Consider 2 major variables: increasing senior numbers and continuing stable numbers of student population
- Consider what is best for children, care givers, family, future generations. What is the best place and way of being living for these groups (who do not have the same voice possibility)
• Council go to a ward system for better participatory government, do it now – if sincere about this workshop and it’s philosophy
• Currently, some areas of city limited to absent of some types of facilities to meet basic needs (grocery retail, large and small). Not representing diversity
• Cut back on wasting money, such as overstaffing etc
• Development location very complex question to be answered with the 4 choices
• Excessive Westside expansion would conflict with any possible transit improvements, increase eco-footprint and contradicts higher density housing
• Focus on Westside development and growth
• Go green – wind/sun and alternatives
• Grocery stores accessible in neighborhoods
• Grocery stores offering large variety of healthy items need to be in close proximity. For Sam’s Grocer on Westside have closed and downtown IGA has closed. Also commercial land needs to take into consideration ‘ambiance’ so that people can stroll/walk and enjoy the commercial areas.
• Higher standards of design/architecture in new building
• Hopefully the city continues to be active in supporting worthy causes of non-profit organizations
• I don’t believe the community will support compact growth in their own neighborhood. I wish we could have polled the participants to see how many would support higher density next door to them.
• I hope that city council will have the courage to set a precedent in creating a truly sustainable city
• I like speed and red light cameras
• I see the alternate transportation and resource policy as key strategic areas
• I thought there would be more specific discussion about development for Lethbridge ie. 3rd bridge or leisure center, fine arts hall, downtown revitalization. I thought there would be more priority setting
• I wonder that although the senior segment is viewed to be growing at the highest degree. How much impact does this segment have on financial impact for our community as a whole?
• I would like to see the city reevaluate their spending and place priorities in the most important areas
• I would like to see utility companies to become local again (telus, A&W, epcor)
• If the first bank the city takes 30 million to invest says no! it’s an unsafe investment, accept the fact that it’s a bad investment. Don’t find another bank and lose taxpayer dollars on a terrible choice. Paid back over 9 years, less the interest is unacceptable!! If you did that in industry you would be fired
• Important to consider evidence – information for city planning
• Improve transit
• In addition to fostering a vibrant, interesting downtown, protect and maintain historic buildings and sites
• Increased patrols residential
• It’s great to have this vision but… we’ve been through ‘democracy’ in the past. Council listens and then does what they want
• Keep asking residents
• Keep the share holders in the loop
• Let’s get fluoride out of the water
• Lethbridge needs rec centers and urban development
• Missing quality of life: arts, culture, volunteerism, health
• More development in west Lethbridge may mean less traffic on the whoop up bridge and reduce the need for the addition of a new bridge
• More law enforcement
• Municipal government needs to work with industry/workplaces to provide increased opportunities and incentives for living a healthy lifestyle and reducing our eco- footprints
• Must be coordinated with the region especially around shared resources (water etc)
• Need to force some development eg. Grocery stores in areas where they are needed
• No nuclear
• No social questions, we can end up getting all these things and still not know your neighbor from a hole in the ground. There is a lot of things the city could do to improve that but obviously you don’t care. Calgary cares
• People’s creativity will invent new ways to make ‘greening’ more cost effective
• Personal wind generators
• Planning for the future is very important. A 3rd river crossing was designed over 20 years ago, we are still waiting for this to happen
• Please keep us informed! We do need to know how much improvements will cost us taxpayers over the medium to long term
• Please work toward the handicapped, thank you
• Post the result and updates on the web
• Protect environment
• Recycling Plan!! We live in a city perfectly capable of creating a recycling plan. If people are willing to recycle the municipal government should make it easier. People are willing to take their recyclables to bins – why isn’t the city picking up recyclable more often?
• Restrict development and not allow loopholes, development which has adverse affects
• Satellite police station on Westside
• Shifting our focus to sustainable living, such as local, clean food, energy alternatives (wind/solar/geothermal) will ensure a safe, livable community for generations to come
• Stop calling city departments ‘business centers’ – they should be ‘service centers’
• Streamline the working parts of city hall
• Support idea for a dark sky urban preserve
• Taxes based on how residents use their land (ie. Water management, xeriscaping, indigenous, gardens, chicken coops, wind/solar, fauna)
• The ‘green’ initiative seems to have caught on, but people are unwilling to put their values into action, especially when money comes into play
• The city should not compete with the private sector in land development resulting in homes for sale, let it concentrate on social housing and serving citizens who need help
• The Westside really requires another bridge. What if there was a disaster on the Westside and took out the bridge (flood) we would have no hospital facilities etc on this side. We need a bridge!
• There is no problem with development going out to Coaldale – don’t let it affect your decision
• There should be more explicit examples of what the options in each section will mean for Lethbridge. Eg in the road network section it wasn’t clear what the different levels of road spending would actually result in. Even hypothetical examples would help
• Tolls for new bridge
• Tougher enforcement on littering, especially cigarettes
• Transport options that reflect only those options already in the city plan are myopic at best. No master strategy evident
We have the opportunity to be a leader of planning innovation and focusing on green technology and practices.

We need to get ready for the renewal and expansion of our community recreation facilities. Arenas, swimming pools, gyms etc all will need to be renewed and expanded in the next 10-20 years. The current needs are becoming critical yet little planning or priority is given.

We need to protect social health care, no private.

West development – business/residential but not industrial (keep to north area).

What are you going to do about fixing some of the inadequacies we have now eg. Sewer system is inadequate in several sanitary areas.

What will be happening to health care? Addition to hospitals or smaller rural hospitals? This is a cycle we’ve been before.

When the city expands, farmland is lost. What will the city do to keep up food production?

When we make healthier life changes we don’t need to spend as much money on health care.

Would love to see community compost sites, branch sites etc.

Praise for the City

A very well organized effort to hear community views in a future Lethbridge.

Remember, the public are not professional planners, while input from the public is important, decision making processes still lie in the hands of the professionals.

Still keep in mind we are a small safe city to raise a family.

Thank you for the opportunity to contribute.

Thank you for the opportunity to participate, it was a very worthwhile experience.

Thanks for putting this input session together! I continue to be impressed by city planning in this city.

Thanks for the opportunity to hear our opinions.

Thanks for this – good p.r.

You have a tough job but it is possible through adversity, to the stars.

Suggestions for the workshop process

Demographics of growth are not represented and will affect the models of growth.

Ditch your music clips, they are distracting and foolish; especially with the music next door.

Explanations about what we are voting for. Too vague – what do I prefer? What does the city need?

I would have preferred a question and answer session too.

If we had a little more preparation about what the session was about we could have had more input.

Input from individual groups had little impact on workshop results.

Issues were complicated and felt a little more clarity was needed.

Mathematical model to project growth over time… there are always a list of assumptions and boundaries that are important to consider.

More specific questions.

Survey very leading ie. Initial focus on seniors population.

Too much silly chatter/music.

Too narrow of focus.

What conclusions, if any were reached at this meeting.
Praise for the workshop
- Good presentation
- Great experience – keep it going!
- Great facilitator
- Great visual and planning tools
- I am willing to be much more involved in city activities and or event set up and such. The model or system and those administering it are very good
- I enjoyed this evening and appreciate the cities ambition and desire to make this city better. Keep it up
- Immediate feedback from our vision of the future let me walk away feeling the session was worth my time and it made me feel more supportive of this project
- Movement of workshop was just right
- Thank you for giving me the opportunity to participate
- Thank you for the opportunity
- Thanks
- Very entertaining
- Very informative
- Very interesting
- Well presented its great to have some input in the future of our city
- Wonderful facilitator
- Workshop presented by facilitators very informative and interesting

Other general comments
- City administration seems to be the tail wagging the dog ie. Council
- Community consultation and involvement in planning must take place earlier. The cities tend to keep too much information and planning in house and seems to make plans on what appears to be innovative instead of what actually is innovative
- Found this survey to be very selective and general
- It is important to understand the data and mathematics that populate the model
- Most of the people attending are planner tree hugger types. The real people are out working, shopping or recreating
- Most people didn’t understand this exercise
- Most people were talking about now and today’s issues not in 50 years
- Please contact me so that I may be involved
- Reminder of election next fall 2010
- We must distinguish between want and need
- We should plan not on today’s current standard of living. Resources in the future will be too costly to sustain the current development plan
- Why does alternate transport decrease with increased density?

Negative comments
- All questions deal with things not people
- I felt conned – disillusioned, a PR stunt by the city, not helpful to the citizens
- No mention of aesthetics
- No mention of arts/cultural development
**C.12: If I Had One Minute With The Mayor...**

**Encouragement to follow through on the vision**

- Be proactive – shape the city we want to be, don’t allow the city to simply evolve however. Be bold
- Better planning of communities – schools, community centers, small businesses and shops.
- City council needs to consider communication methods to inform the public so that they buy in and understand the concepts.
- Consider and identify all variable and their resulting ramification before the fact! Before policy or action.
- Encourage Lethbridge to lead the way in planning and establish municipal best practices: -high level of management of resources.
- Go for the vision we created today – I would support it highly. Please don’t pave over our green spaces ever!
- I know that the land development industry will lobby to keep the current expanding policies with more and more newer neighborhoods. Please be ‘bold’, build a sustainable Lethbridge
- I welcome development of an integrated community sustainability plan and support council in working towards this
- I’ve lived in many other communities and moved back to Leth, I love it. We need to keep open communication like ‘plan your city’. Remember balance not too much focus on environment or economy.

Image created by [http://www.wordle.net/](http://www.wordle.net/)
Invest now for the future. Think about the impact, not being reelected.

Let’s go slow, but be open to new ideas

Look to communities in the east and use some of their plans and ideas to build for parking eg. Hamilton, Ont.

Make best practices a reality

Make sure you partner with other orgs who have similar planning goals (ie. Watershed planning and advisory councils). Utilize the talent (wide range of it) as best you can.

Need to control growth

Please use local experts, someone who is familiar with the area

Take every opportunity you have to direct the development of the city in such a way that people will look at Lethbridge in 50 years as a model of the ideal community in which to live and not as a city that has grown strictly as a result of maximizing profits to developers

This is a process to be driven by the citizens not a top down initiative

We don’t have to do this all in a few years but let’s develop a strategic plan to reach this goal

We need to be more aware of people’s choice, by taking a step like this, it gives you a better edge of the impact you are making on Lethbridge citizens. I would also recap a little on my notes

Encouragement to protect the environment

A healthy build environment promotes optimal physical, mental, spiritual and emotion health… that’s what we all strive for!

Approve my recycling technology plans for construction materials

Be assertive towards alternate energy.

Blue box and compost cans to all homes

Develop a user friendly recycling program. Pick up garbage 1 week and recycling the alternate week will reduce costs significantly (landfill, imprint) and make people aware.

Don’t be afraid to be aggressive, make important changes regarding sustainability. We need a recycling program in place now!

Environment policy concerning new development and for existing developments. Encouraging recycling/composting/water conservation. Decentralized energy, encourage it, make it possible

I like our city; I despise the garbage that blows around. We need tighter controls on escaped garbage and a better recycling program. Restrictions of plastic s etc and greater emphasis on commuter paths for bikes etc.

I would encourage him to find a way to collect toxic waste and yard waste in a manner that encouraged all citizens to believe going to the dump is not a valid option nor is driving with yard waste to distant places

Implement more environmental programs

Improve the sanitary and storm sewer system. Improve city website.

In order for this vision to manifest there are unknowns that need be addressed at onset. If we are to move to the green side, we need electric vehicles to lessen our footprint, do we have enough electric generation to drive the vehicles? If not do we go nuclear – will this be an option we can sell to the electorate? There are already people grumbling about the unsightly look of the wind mills. If we keep on this track and I think we should, what will be done, can we paint murals on these things?

It is imperative that Lethbridge focus on areas of healthy public policy and environmental sustainability. We need to ensure that healthy choice are easy choices and that we are placing an emphasis on sustaining our resources and coming up with alternative resources for energy/fuels.
Lethbridge should focus on becoming a true leader in our nation in those areas. We need to be the example

- Keep it green
- Keep the community beautiful with lots of green spaces and make the downtown core more desirable by keeping box stores out of the city – particularly the Westside
- Keep the environment in mind with every decision
- Let’s go green – be an example to the world of harnessing wind and sun
- Lethbridge is a city that needs to keep its attractive appearance but lacks a view of decreasing its eco-footprint. We need to increase its appeal by increasing green areas and bike paths
- Love the plastic garbage bins. Seriously. I haven’t had to pick garbage off my lawn since
- Make every policy or change with keeping the environment as a priority. People are always so opposed to higher taxes, but they have to understand that it takes money to have services
- More green recycle bins throughout the city
- More recycling, our pop is getting older and has difficulty getting things to the bin. 1 week garbage, 1 week recycling in a pattern.
- Need curbside blue bin/recycling program. Current bin collection areas add to traffic, pollution and litter. Love the residential garbage bins, please do same for recycling
- Our environment needs to be a priority in our city. The majority of the community supports this.
- Please consider stronger recycling programs – (Calgary blue bins) the more convenient they are the more people will use them.
- Please ensure that our green space is preserved and if possible expanded, especially in our downtown area. Do not allow paving of civic field!
- Please focus on the environment, recycling programs and things that make the city a little greener. Lethbridge could be a role model for all of Alberta. The province with the largest amount of co2 emissions in the country. We need to set an example for the rest of the province.
- Please make this city a green city with lots of well maintained trees, parks and green spaces. Places for people to walk and cycle. Also a vibrant and safe downtown core and care on making new buildings pleasant to the eye and in keeping with surrounding architecture
- That government leaders at all levels have an opportunity to create communities for the future that are sustainable, and that anything he and council can do through planning endeavors such as this to lead Lethbridge towards a green future are vital.
- The city of Lethbridge, as an employer, needs to lead by example – increase opportunities for staff to improve health, active transportation, health food offerings in city venues, increased environmental stewardship, responsible use of resources, increased recycling, increase use of alternative energy sources.
- The environment is most important
- The idea that the next 40 years will follow the same patterns as the last 40 years seems mind numbingly deluded. Energy constraint seems to appear nowhere in information put out by the city.
- The way we are living and developing at present is not sustainable
- There must be infrastructure to support walking and recycling.
- We want a clean and safe community that is environmentally clean and safe
- When can we have a no-kill animal shelter
- Windmills and solar for individuals and institutions
- With all the Dutch folks around here why aren’t there any windmills?
- Work on ways to reduce litter, landfill by changing high landfill taxes but rewarding reduction of packaging waste by stores, construction company and fast food store.
• Would like to see more educating of the public about companion animal issues in Leth. I would also like to see the city animal shelter become a center of compassion and run by people who can implement intelligent policies to achieve a no-kill city

Encouragement to consider various amenities

• A large town centre square with shops and apartments, major sport and arts complex with multi use buildings and convention facilities eg. Exhibition grounds in cooperation with private enterprise.
• Arts and culture most important
• Bridge; make it easier for people to get to the south side and use the facilities that are already there. It will need to be done, the longer we wait the more it will cost us all.
• Bring more retail into the Westside that I can walk to
• Build the bridge that has been planned for over 30 years. Access land and easements are completed. When do we get the bridge that we needed yesterday
• Creation of an indoor shooting range/firearm education center would be a huge asset. It would assist people young and old to learn greater responsibility. It would provide excellent recreation opportunities – people of all ages and stages could participate
• Disappointed this model did not include arts/culture/rec although it was an interesting model
• Don’t play it safe, take a stand to lead our community to be number 1 in conservation or leisure opportunities.
• Encourage healthy lifestyles
• Ensure accessibility in housing, streets, walkways, parks, recreation, cultural and arts facilities.
• How can we have a vision for the future when the vision for the past was not completed? Where is the bridge #2 for the Westside?
• I am proud of the vision our Westside workshop group came up with. I think the Westside strongly desires a 3rd bridge which would help our city in many ways.
• I would like to see a concert hall in Lethbridge within the next 10 years. I would also like to see a reduction in business licenses for home occupations, specifically music teachers, more in line with Red Deer and Medicine Hat
• I would say that the expertise and research produced by our university and college should be better reflected in our city ie. Greener energy, more diversified economic opportunities, better cultural attractions, more participation by youth etc
• It’s extremely important that we have activities for the pre-teen to teen person in our city’s future. There is almost nothing for this age group to do in Leth. If we had above adequate facilities to accommodate the young people and young families it may cut down on vandalism eg. Skateboarding on downtown buildings etc and encourage the young people to stay in Lethbridge to raise their own families. Let’s get rid of the nickname ‘Deathbridge’
• Let’s give our citizens a dark sky preserve so they can connect with the stars
• Maintain a clean city. Encourage open/green spaces. Continue to provide rec opportunities such as tennis, hockey, social activities. Big improvement required for young people in city. Priority must be on family friendly opportunities seniors must also be a priority
• Number 1 priority: more arts development – especially a 1500-2500 seat theatre with great acoustics.
• Our growth is important to our quality of life. Realizing the Westside is part of the city and development of amenities is important to us
• Parks and pathways are the most important part of the city and should take precedence over roads
Please build a green, innovative learning, community involved, single building
sports/recreation/culture multiplex with an enviable aquatic center in the next 5 years. We deserve it
Quality of life issues need to appear in your planning model
Rec development/focus with a large increase of births and aging population, we need to spend on rec to take some pressure off health care system as well as promoting active living.
Recreation; most city centers have large facilities with arenas, swimming pools, gyms etc that are easily accessible for everyone. A university does not count as it is used most of the time by the students.
Social needs, recreational needs, community spirit and culture. These can’t be ignored by only focusing on roads and infrastructure
Sports complex and recreation areas increased to provide for physical and mental health
Stop doing studies to determine the obvious, yes we need a third bridge and yes, we have homeless people… let’s actually do something about it
Support the university as much as you can. More youth will be a good investment in the future
The rec facilities in this city are embarrassing. There are no family friendly rec facilities ie. Zero entry pool. Families are not considered important in this city only seniors.
This should include medium density services – such as a one stop shop ie. Collocation of family programming agencies
We and our children best have an opportunity to know our place – connect to native plants, water, air, natural sounds. Bring native vegetation into the city neighborhoods, school yards.
West Lethbridge needs developing, business and services. These would all be more efficient with the 3rd bridge at Chinook location. Most citizens of Westside expect that bridge yesterday not in 10 years.
West Lethbridge needs more services to support the resident. City-wide there is an appalling lack of rec services for families – skating, swimming etc in safe (not overcrowded) environments.

Encouragement to improve transportation
About transit
Alternate transportation – discourage noise and offensive vehicle actions by irresponsible individuals. Reward transit users and bikers – don’t charge them more and make life more difficult for those who use it. Be better than the rest of Alberta and get on with it.
Alternatives to transportation
Balance the growth in west Lethbridge with more business and services accessible by alternative transportation
Be assertive towards transportation.
Better transit
Bus fares based on zone fares, further developed destinations pay more, more regular radar, increased traffic control Whoop-up streets
Don’t forget those of us in the current scheme of things –we need repairs to our streets now as much as later
I feel lonely when I move around Lethbridge because all the other people are disguised as cars.
I would restate my support for increased density and improved public transit in future city planning
If we want communities closer with more transit then we have to make things easier for everybody.
• If you want real community, we have to get people out of cars.
• Improve bus, improve handi/access buses
• Let’s chat about bike paths. The economic, health, environment and tourism benefits
• Maybe the day will come that when we hop on our bike we won’t feel the need to wear orange vests. Ps bike racks (ie. The library)
• More energy efficient transit shouldn’t be that difficult
• Reprioritize tax spending. Be less 1960’s with car transportation and housing lot size and more 2015 with smaller housing units, non-traditional transportation methods (bikes). But look in new directions for funding rather than simply raise taxes (ie. Tax incentive, less city bureaucracy/administration)
• That the process is not what will get true results. Only 265 people came on all three days. See how many ride the bus to determine if transit should be expanded. As long as Lethbridge is under 200,000 we do not need all this
• The city is designed for cars. I own a car and use it for transport for groceries and west Leth. I know many people who own cars in Lethbridge because they have to. I’ve known people who have moved because of poor transportation. We need better public transport.
• Transportation alternative to cars that are viable, modern, convenient and well used
• We don’t want congestion in traffic
• We need much better walkways and bike paths. Why are new areas fenced in?

Encouragement to broaden housing choices
• A lot of the population is on a fixed income, how can we as a city adapt ways so seniors are not taxed out of our homes?
• Affordable housing is needed therefore we need to have more density housing. There is much to have green and clean planning.
• Be assertive towards housing and density.
• Builders should be encouraged to build smaller homes for seniors and entry level buyers – increases density and decreases costs and resources
• Denser housing and trains and roads across the river
• Density and restrict sprawl
• Developments should have a balance of single family multi and higher density housing along with commercial in each neighborhood. Ie. Not a Riverstone
• High density housing should be spread out (not all in one area) eg. 4 plex units along 23st north. 18 ave to 23 ave have become an eyesore
• Higher density
• I have a wife and a four year old and after 9 hours a day 6 days a week of work for both of us. After rent and food we are barely able to survive. Please help with rent costs or set up a break for first time homeowners and good luck with 09-10.
• Increase senior multi-residential units around hospitals
• Let’s look at how tear down run down and/or condemned houses.
• Medium density housing is desired by today’s group
• Our downtown has been ignored. We need an affordable housing complex downtown to revitalize the area
• Please consider encouraging higher density housing as a priority in all areas of the city. Development should not be limited to certain areas exclusively
• Preserve and encourage diversity of homes from historic neighborhoods to high density streets/areas. Make every effort to model/legislate good building practices and reducing our collective eco-footprint

• Reprioritize tax spending. Be less 1960’s with car transportation and housing lot size and more 2015 with smaller housing units, non-traditional transportation methods (bikes). But look in new directions for funding rather than simply raise taxes (ie. Tax incentive, less city bureaucracy/administration)

• Social engineering at its best – balanced growth was not supported - Westside mentality. No proposal for development of present communities, increase housing choices, infill and redevelopment.

**Concern about too much change in Lethbridge**

• Change is needed… but don’t destroy heritage/old buildings/treet/downtown core. Don’t follow Calgary’s example

• Maintain city heritage (old homes), build community solidarity and integrate a lower footprint, sustainable future

• Older character neighborhoods are wonderful. Homes closer to the street, tree lined streets give a feel of closeness and are friendlier for pedestrians. Narrower local and collector roadways also slow traffic and are primarily about access not about moving cars.

• Preserve our history for our future

• Protect/preserve/promote city heritage

• Remember that Lethbridge is a small city, not a big one

• Treasure our historic buildings eg. Bowman

**Comments about costs and taxes**

• Are we willing to pay the price (not just the $) to gain or lose what we ‘see’ as the most advantageous. In essence this is the basic question

• City needs to be transparent in decision making. We want to know how our money is being spent

• For the services and facilities in this city taxes are far too high.

• I would mention taxes to him; low income homeowners cannot keep their houses if the taxes keep climbing. Where would you put all the seniors? I have heard you say that our demands raise the taxes; I don’t see that at all.

• I would tell him that his fiscal behavior during the past four years was/is detrimental to the growth of Lethbridge. Take a less from the mayor of Nobleford.

• Keep cost in line, but innovate and move forward

• Keep taxes down and cost of living

• Keep taxes down! Cut services if necessary but be green

• Keep taxes modest

• Lethbridgians will pay for what they get!

• Reduce spending and taxes.

• Slightly higher taxes are ok, if overall household costs go down

• Think affordability throughout the process

• Try to keep taxes down
Encouragement to protect public safety and drug use

- I would like to tell him that I want Lethbridge to continue to be a safe place to live. Safe, friendly and clean for many years to come
- Improve law enforcement.
- More police visibility city wide
- The Westside of Lethbridge is severely underdeveloped. I personally live on the Westside and it is a nightmare. It is very limited in shopping choices and culture. There’s hardly anything to do over there and it has not shown itself to be a safe community

Encouragement to keep listening

- A leader is only as successful as the people that he/she represents
- Enjoy your retirement, you have earned it
- Great job so far, Lethbridge has a lot to offer we just need to polish some areas a little.
- I like Leth, it is a safe and beautiful city for families. Keep up the lifestyles we enjoy, if not improve it.
- I would ask the mayor to keep a focus on building a humane city that focuses on neighborhoods – local services
- Keep talking on Shaw cable and news, information is power
- Keep up the good work
- Keep up the good work!
- Listen to the people and do what they want they are, after all the ones most affected by this plan
- Listen to the people and plan accordingly for the future
- Listen to the public and the people of this great city
- Please listen to the people… important to anticipate the growth of Leth. Thank you for inviting us to participate
- Thank you for listening
- Thank you for listening, providing all people an equal opportunity to provide input and I will hold you accountable to the final vision of the people of Lethbridge
- Thanks for all your hard work
- This generation of teens is the ones who need the say
- You’re doing a great job. It is so nice to go to events and seeing you there. You’re a wonderful Lethbridge ambassador

Seniors

- As a senior I would like to see more assistance to enable seniors to stay in their homes. Give them a break regarding taxes, education taxes etc. my idea is this: there are a lot of able bodied seniors in Leth. Let them do say 4 hours a day volunteer tasks for a reduction in their taxes. Not only would the senior benefit from this but the businesses would benefit as well. Volunteer in libraries, schools, senior homes (assisted living), hospitals, some smaller communities in the States use this and have been very successful. It also helps to improve the health of seniors.

Other comments

- An interesting finding in a community mapping project in Edmonton found that cohesive communities where families could access a variety of services, schools, child care, medical care,
social services, food had a positive effect on developmental outcome of children living in LSE communities. I suspect senior health and well being might be likewise positively effective. We are as strong a community as the most vulnerable in our community.

- Avoid visual pollution
- City hall has grown out of control. It has become way too top heavy. Promote outside local business to design/build infrastructure. To many people at city office make it take longer/more expensive to make decisions.
- Do not ghetto-ize our city
- Follow up on ‘urban office’ plans for ‘heart of city’
- Get more people on the council that are independent business owners. Keep a balanced budget
- Get out of the land development for profit business. Can we see some accountability (full set of financial statements) for land development activities to date? The city should serve not dictate.
- Hire locally! Tree cutters from Calgary don’t support the local industry.
- Hire me, invest in my education and I’ll invest my life making this city the it can be
- I feel the focus is on seniors and families. What about people who work, no kids. We want urban environment
- I grew up in Lethbridge and finished university here. Then I left because of the limited employment opportunities. I came back to attend college, but I will be leaving Lethbridge again because of the employment situation. Can Lethbridge attract more business from oil industry? Seems we’ve always been out of the loop with most consulting firms based in Calgary and Edmonton.
- I would advise that our city’s tendering system, and use of local firms for all projects as priority, equal opportunity. Not like the favoritism they have shown in the past years under his office
- I would like more open info. Less attacks on development
- I would like to help (do what I can) to be a community motivator to help the city help its residents
- Increase ways to support, educate and include aboriginal people into the city. Education of many kinds to incorporate them and other new cultural groups.
- Keep the downtown vital! Encourage businesses to come/stay in the downtown and develop apartments/condos above stores. Have more events downtown in the Galt Gardens – the fountain there for the children was a stroke of genius.
- Large collocation facility for family based not for profit orgs
- Need to be more pro-business
- Need to engage students at Lethbridge post-secondary institutions. They are left out by city in many regards.
- Please have a meeting that we can go to where we are given real information, not given very very little information and asked to answer important questions
- Promote downtown vitality
- Stop pandering to the vocal minority
- The future leaders will have to lead in face of tight-fisted money mongers
- The vision doesn’t have content, just structure
- The workshop is a good idea but felt the railroading by the instructor. Not enough input on meaning of questions, eg. Green/density/making any results invalid. Change the instructor
- Think about the handicap! Spend 1 day in a wheelchair
- This process dealt with infrastructure issues but little discussion on how we maintain and encourage and increase community spirit – like increased investment in community orgs like exhibition park which enhanced our sense of community and our pride.
- This should be a tourism and commerce centre
• This vision is exciting and would keep Lethbridge a nice friendly community to live in
• Why doesn’t the city develop to the east?
Appendix D: Community Values Survey

From March to May of 2009 the MetroQuest team conducted a web-based survey to collect community values and priorities. Over 900 people participated in the survey!

Thirty concepts were selected covering a wide range of areas that are being addressed in the visioning project including: preferred housing choices, neighbourhood amenities, transportation options, environmental programs, and land use priorities. Participants were given three concepts at a time randomly selected from the list of 30. They were then asked to simply rank their most preferred and least preferred among the three concepts. By cycling through ten times, participants were able to provide feedback on all 30 concepts. The results were tabulated and some very interesting insights have emerged.

The following figure shows the 30 concepts ranked from top to bottom priority. The length of the bar shows the score for each on a scale of 0 to 10 with 10 being a top priority. The top ranked priority was “living in a safe neighbourhood” which scored well above the second placed “living close to a park or green space”. Others were grouped more closely together indicating smaller differences in priority ranking.

This survey provides some interesting insights into the priorities of concerned residents. Below are some of the stories that emerge from the results.

- Neighborhood safety is a top priority
- Environmental concerns ranked highly
- Residents’ rate houses with large yards highly compared to more compact housing types, however
- The benefits of compact development (conserving green space, energy, etc) are top priorities for residents, and
- Residents tend to prefer locally-owned businesses over larger chain stores.

The following figures present the results in detail.
Overall survey results

The following figure presents all 30 concepts ranked relative to each other on a scale of 0 to 10 where 10 is a top priority.
Highlight: Compact vs. Low Density Housing

The following figure highlights the concepts related to the benefits of low density living (in red), the benefits of more compact development (in green), and the housing types associated with compact development (in yellow). The priority ranking reveals two interesting findings:

1. Residents see the benefits of compact living as top priorities, and
2. Low density housing types are preferred over more compact styles of housing.

Given that the current mix of housing in Lethbridge is dominated by lower density styles, it is understandable that residents prefer those housing types over the more compact types shown in yellow. The vision for Lethbridge will need to find a balance between preferred housing types and the many top priority benefits of more compact development.
Highlight: Transportation Priorities

The following figure highlights the concepts related to driving private automobiles (in red) and the concepts related to alternative transportation (in green). The results indicate that residents rate the benefits of reducing automobile use highly including priorities such as energy conservation and reducing air pollution. Transit access priorities were ranked low along with automobile use priorities indicating no strong preference between the two modes. This will need to be evaluated further given the very high percentage of trips made by automobile in Lethbridge today.
Highlight: Local vs. Chain Stores

The following figure highlights residents’ preferences for locally-owned businesses (in green) over larger chain stores (in red).

- Living in a safe neighborhood
- Living close to a park or green space
- Protecting wilderness areas
- Living in a quiet neighborhood
- Energy conservation
- Low cost of living
- Reducing air pollution
- A vibrant downtown area
- Living close to community centres / recreation
- Supporting locally-owned stores
- Locally-grown food
- Living in a house with a large private yard
- Reducing greenhouse gases
- Lower housing prices
- Living close to work
- Living in a low maintenance home
- Less traffic
- Living close to schools / child care / youth facilities
- Preserving agricultural areas
- Direct, speedy transit routes
- The freedom and privacy that driving gives me
- Living in a spacious house
- Living close to shopping
- Short waits for the bus
- A bus stop nearby
- Shopping areas with plenty of parking
- Access to large chain stores
- Living in a townhouse or duplex with a small yard
- Living in a 3 or 4 storey condo building
- Living in a 5 to 10 storey condo building
- Protecting wilderness areas
- Living close to a park or green space
- Locally-grown food
- Living in a house with a large private yard
- Reducing greenhouse gases
- Lower housing prices
- Living close to work
- Living in a low maintenance home
- Less traffic
- Living close to schools / child care / youth facilities
- Preserving agricultural areas
- Direct, speedy transit routes
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- Access to large chain stores
- Living in a townhouse or duplex with a small yard
- Living in a 3 or 4 storey condo building
- Living in a 5 to 10 storey condo building

0 2 4 6 8 10 12
Appendix E: Sample Worksheet

The worksheet has been condensed to keep it on one page in this appendix. The participants were given ample room for their written comments.

# My Notes to the Mayor

<table>
<thead>
<tr>
<th>My Vision</th>
<th>Development (Density and Location)</th>
</tr>
</thead>
<tbody>
<tr>
<td>When you think about the best future you can imagine for the city, what words would you use to describe it?</td>
<td>The thing that excites me about the vision is…. Other comments?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Road Network</th>
<th>Transit System</th>
</tr>
</thead>
<tbody>
<tr>
<td>The thing that excites me about the vision is…. Other comments?</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation Priority</th>
<th>Resource Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>The thing that excites me about the vision is…. Other comments?</td>
<td>The thing that excites me about the vision is…. Other comments?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>My favourite part…</th>
<th>I learned that…</th>
</tr>
</thead>
<tbody>
<tr>
<td>What was your favourite part of the workshop?</td>
<td>What is the most important thing you learned today?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>I can help too…</th>
<th>Anything else to add?</th>
</tr>
</thead>
<tbody>
<tr>
<td>What can you do to help make the vision come true?</td>
<td>We welcome any other comments.</td>
</tr>
</tbody>
</table>

### One minute with the Mayor…

If you had one minute to talk to the mayor about your vision, what would you say?