



**Administration recommends that the Green Line Committee:**

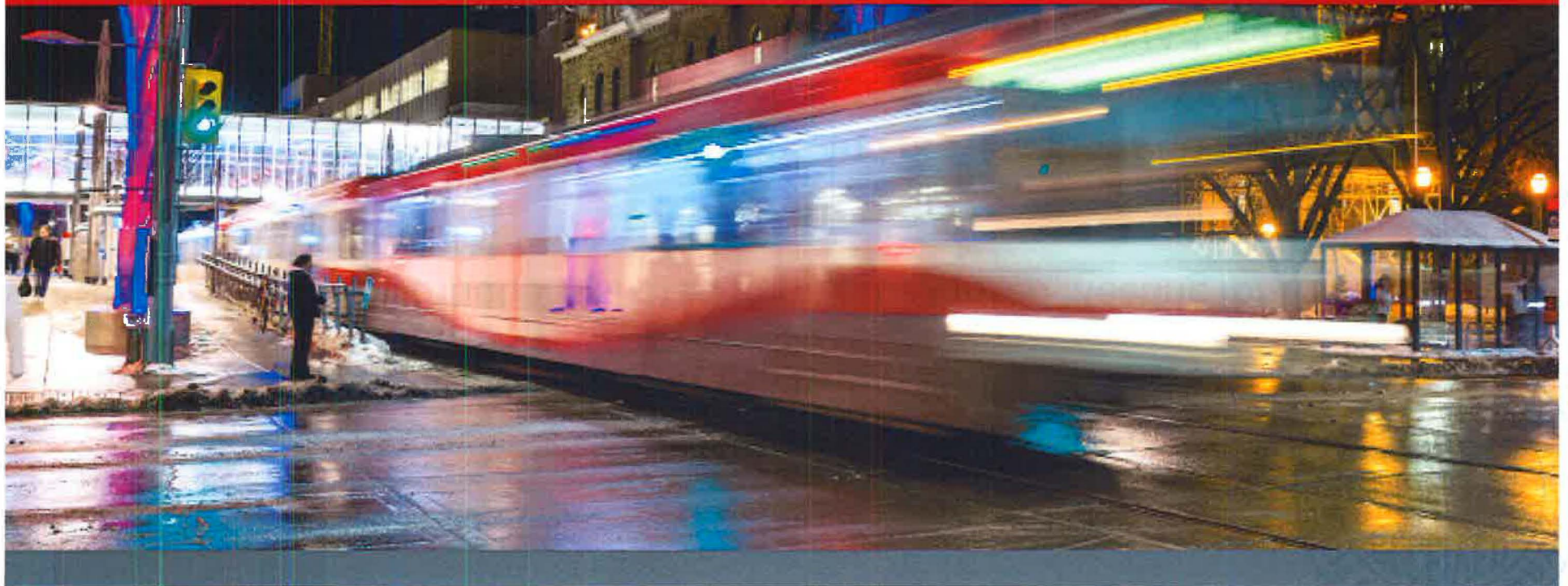
1. Receive the distributions shared during the Closed Meeting for the Corporate Record;
2. Keep the Closed Meeting discussions and presentations (Morning and Afternoon session presentations) confidential pursuant to Sections 21 (Disclosure harmful to intergovernmental relations), 24 (Advice from officials), 25 (Disclosure harmful to economic and other interests of a public body), and 27 (Privileged information ) of the Freedom of Information and Protection of Privacy Act, to be reviewed by 2027 December 31; and
3. To enable further public engagement in regard to the Updated Stage 1 Alignment in anticipation of the March 2020 Green Line Committee meeting, release to the public the Green Line Public Presentation.

Calgary



# Green Line Committee Public Presentation

28 January 2020





# Green Line Vision

“A city-shaping transit service that improves mobility in communities in north and southeast Calgary connecting people and places and enhancing the quality of life in the city.”

(Most recently revised and approved by Council on Jan. 13, 2020)



## Long Term Vision

Approval and construction of Stage 1 is a pivotal first step in achieving Green Line's vision.

Similar to the Red and Blue Lines, Green Line will need to be built in stages as funding becomes available.

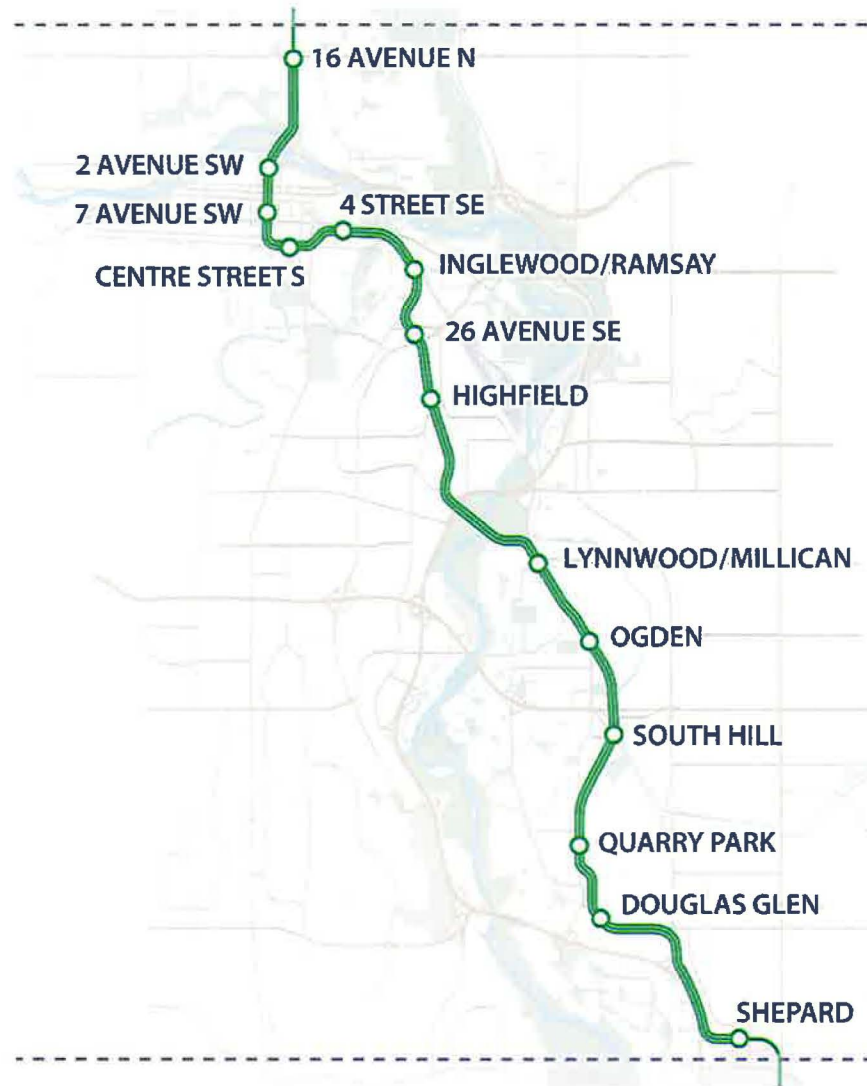
### At a Glance

- Serve Calgarians in 27+ communities
- Support over 220,000 to 240,000 trips per day
- Consist of 46 km of track
- Include 28 stations
- Provide a future airport connection
- Support future Transit Oriented Development (TOD) in 10 stations areas





# 2017 Council Approved Alignment





# Stage 1: Segments

**SEGMENT 2:  
Elbow River  
to 16AV N**



**SEGMENT 1:  
Elbow River  
to 126 AV SE  
(Sheppard)**



# List of Options Reviewed

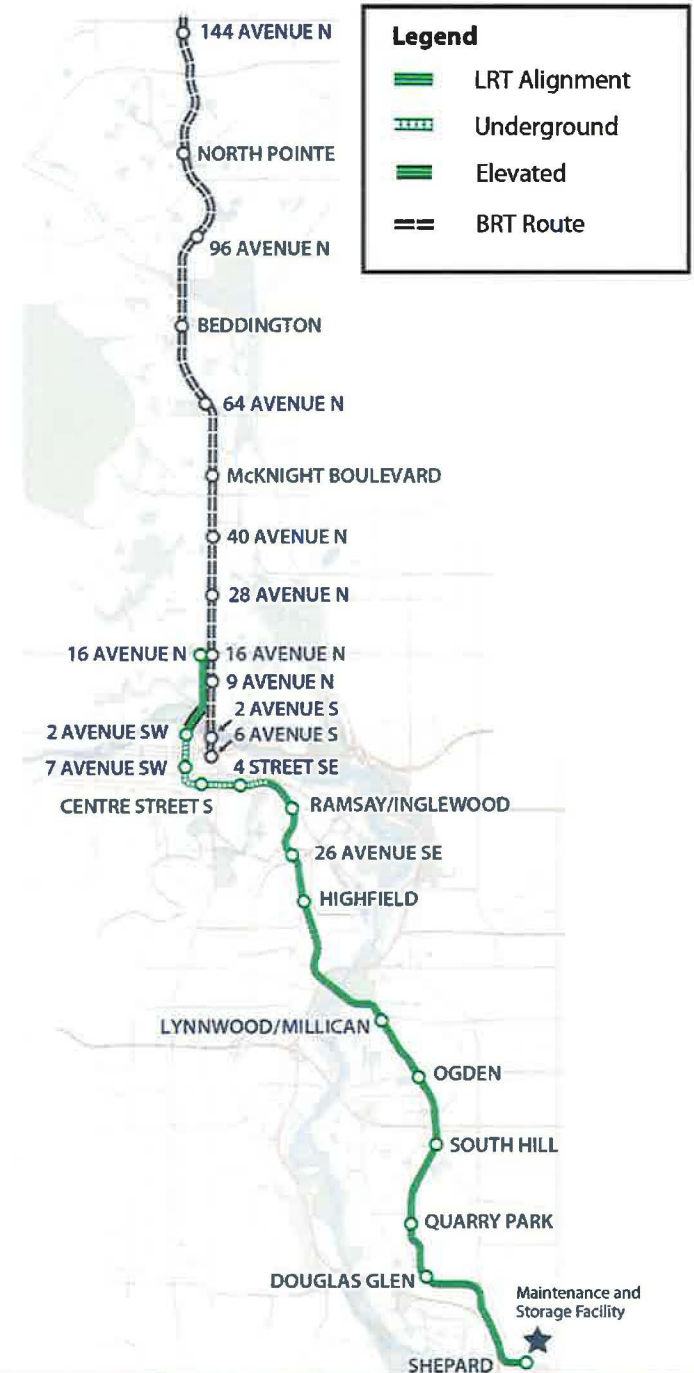
- Updated alignment (16 Ave N. to Shepard)
- Options that look to connect into Red & Blue Lines using existing City Hall tunnel
- Options for separate north and southeast LRT lines
- Options for shortened line that stop in the Beltline or downtown (does not cross river)
- BRT options



# Updated Stage 1 Alignment

16 Avenue N to Shepard

- Surface-running on Centre ST N
- Bridge over Bow River
- Reduced tunnel in Downtown
- Shallow tunnel in Beltline on 11 AV S
- Three underground stations
- Elbow River to Shepard, same as original plan
- North BRT – Max







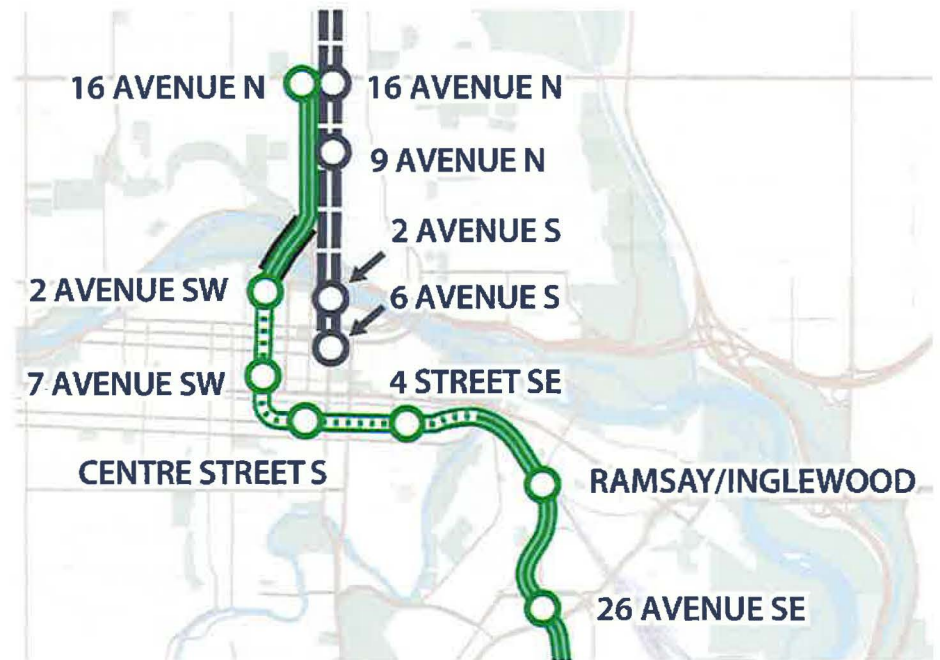
# Updated Stage 1 Alignment

## Pros

- \$4.9B
- Opening Day Ridership: 65,000
- Includes BRT Enhancements
- Shallower underground stations
- Maintains LRT expandability to north and south
- Direct connections to key employment destinations in the downtown

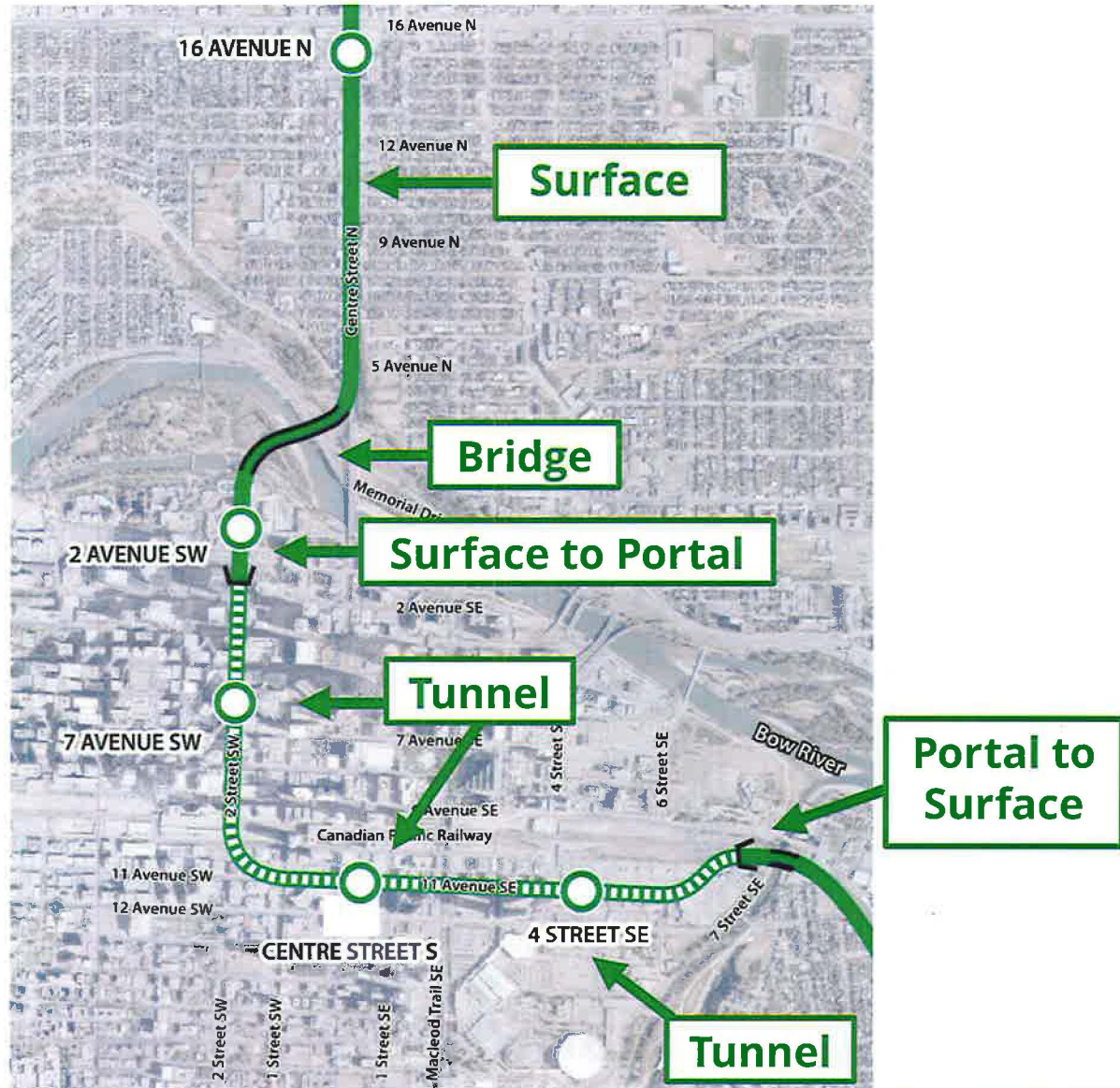
## Cons

- Bridge over Bow River impacts to Prince's Island and river pathway need to be resolved
- Surface running LRT on Centre St in constrained right of way
- Reduced vehicle capacity on Centre St N will result in broader changes to traffic network



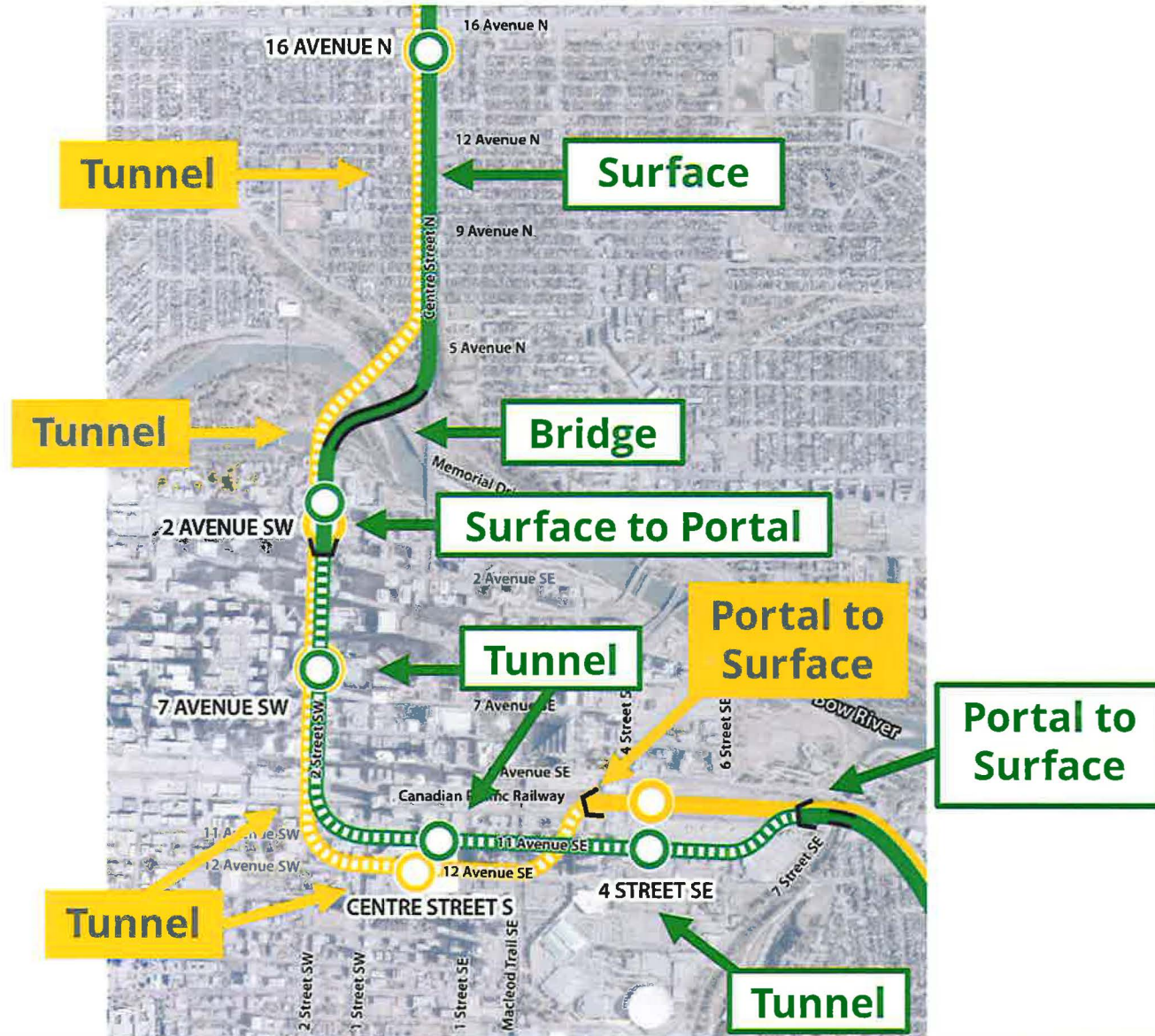


# Updated Stage 1 Alignment



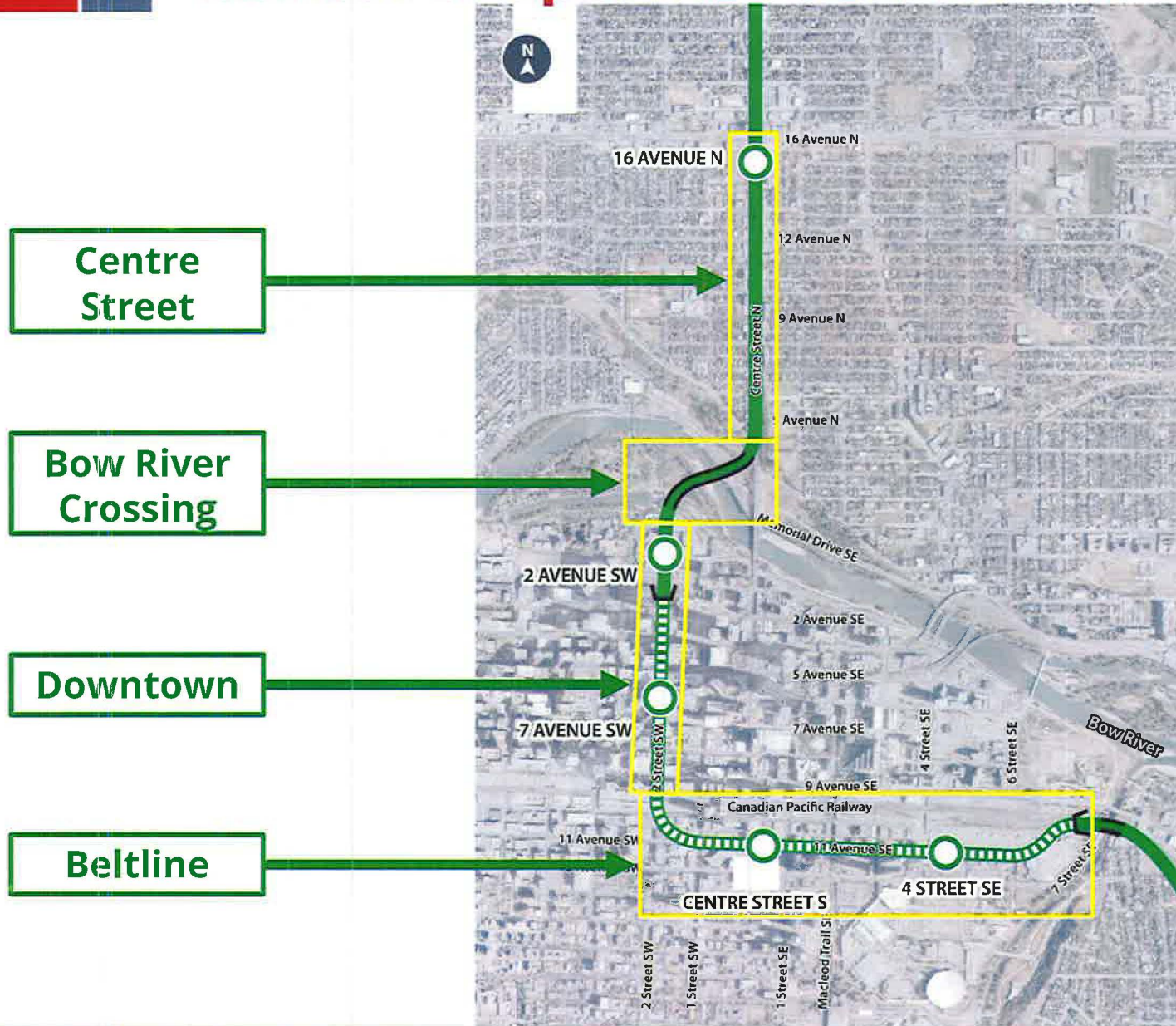


# Updated Stage 1 vs 2017 Alignment





# Review of Specific Focus Areas



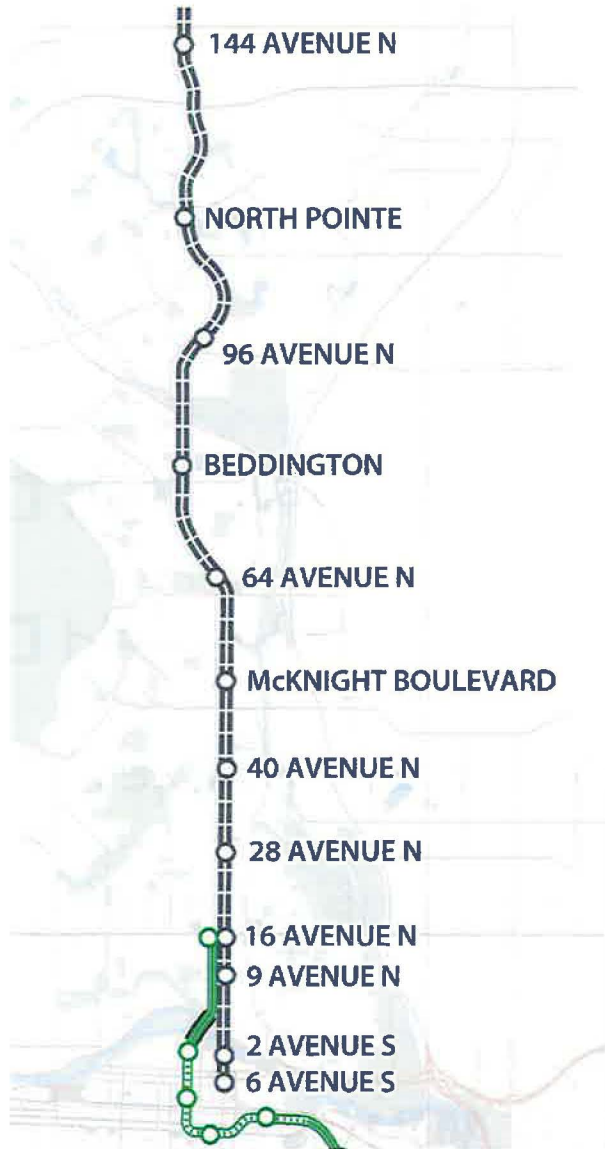


## Review of Specific Focus Areas

- Benefits and opportunities
- Stakeholder interests
- Planning and design objectives
- Next steps for March recommendation



# North BRT Enhancements



## Enhancements being considered:

### Customer Service

Increase the clarity and comfort of the system

### Transit Priority

Measures that address the challenges of congestion and delay.



# Future Stages Planning and Lands Acquisition

- Advancing functional planning for future stages
  - RFP to be released this year
- Advancing land acquisition program for future stages
- Continue to explore additional funding opportunities for future stages





## Planning & Design Next Steps

- Investigate potential urban design concepts for streetscapes and LRT integration into the public realm
- Develop work plan for addressing changes to the mobility network
- Develop work plan for bridge design, including role of public
- Explore potential solutions for maintaining connectivity and value of river pathway (Eau Claire Promenade)
- Complete economic analysis of Stage 1 on long term property values





## Stakeholder & Public Engagement Next Steps:

- Engage with key stakeholders to explore urban design concepts
  - Centre Street: Streetscape
  - Downtown: Integrating 2 AV SW Station & Portal
  - Beltline: Stations and Portal
- Gather public feedback on Updated Stage 1 Alignment
  - Online engagement (January 29 to March 9)  
[engage.calgary.ca](https://engage.calgary.ca)
  - Public information sessions (March 1 to March 9)
  - Pop-ups (Various dates)



# Green Line Vision

“A city-shaping transit service that improves mobility in communities in north and southeast Calgary connecting people and places and enhancing the quality of life in the city.”

(Most recently revised and approved by Council on Jan. 13, 2020)



## **Administration recommends that the Green Line Committee:**

1. Receive the distributions shared during the Closed Meeting for the Corporate Record;
2. Keep the Closed Meeting discussions and presentations (Morning and Afternoon session presentations) confidential pursuant to Sections 21 (Disclosure harmful to intergovernmental relations), 24 (Advice from officials), 25 (Disclosure harmful to economic and other interests of a public body), and 27 (Privileged information ) of the Freedom of Information and Protection of Privacy Act, to be reviewed by 2027 December 31; and
3. To enable further public engagement in regard to the Updated Stage 1 Alignment in anticipation of the March 2020 Green Line Committee meeting, release to the public the Green Line Public Presentation.