



Green Line LRT

What We Heard Report

Updated Stage 1 Alignment

January 29 – April 30, 2020

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Executive Summary

Overview

The City undertook an extensive engagement process that resulted in broad support from Calgarians for the 2017 approved Green Line Alignment. To address concerns around project budget, construction risk and customer experience, the Green Line project team advised Council in July 2019 that changes to the 2017 approved alignment were needed. To support this change, consultation for the updated Stage 1 focused on helping Calgarians understand the proposed changes and gathering stakeholder and public feedback to help Council members understand stakeholder and public sentiment towards the new proposal when making their decision. Calgarians were engaged at a Listen and Learn level of engagement and were able to provide feedback on the potential changes.

Engagement was divided into two phases. The first phase was January 29 – March 3, and the second phase was March 4 – April 30. The difference in the phases is the level of detail that was available on the alignment. Phase 1 of engagement included online feedback opportunities, four drop-in sessions at a storefront on Centre Street North, and six pop-up events in various locations along the alignment. During Phase 1, The City of Calgary's online Citizens' Panel was invited to complete a survey on the updated alignment between February 20 and March 1. Phase 2 continued with online opportunities, four open houses, and one drop-in session. Due to COVID-19, the other scheduled in-person events for Phase 2 were cancelled and the online opportunities were extended to April 30.

This report summarizes the activities and results of engagement for Green Line LRT's Updated Stage 1 Alignment. A discussion of the themes of the feedback for both phases and a full list of comments received through public engagement is included in this report.

Summary of What Was Heard

The following question was asked for each of the focus areas of the alignment:

- Centre Street
- Bow River Crossing
- Downtown
- Beltline
- Enhanced Bus Rapid Transit

What are the opportunities and challenges you see with the updated Stage 1 alignment?

The following table summarizes the most commonly expressed themes shared through the public engagement process:

Focus Area	Key Themes
Centre Street	<ul style="list-style-type: none"> • Comments on traffic impacts on Centre Street, impacts to surrounding network and increased traffic through the community • Preference for having the train underground • Suggestions for alternate alignments and/or technologies • Feedback around pedestrian safety and connectivity across Centre Street • Interest in having a station at 9 Avenue
Bow River Crossing	<ul style="list-style-type: none"> • Comments about impacts to Prince's Island Park including wetlands, wildlife, and the environment • Suggestions on alignment and design • Desire for thoughtful bridge architecture • Preference for an underground alignment • Feedback on bridge impacts including view, aesthetics, noise from train impacting enjoyment of the park and activities
Downtown	<ul style="list-style-type: none"> • Comments on community impacts including local traffic, access, circulation, parking and impacts to existing properties • Feedback on reduced quality of life due to safety, privacy, noise and visual impacts of LRT • Suggestions for alternate alignment of the train and a preference for underground • Comments around impacts to Prince's Island Park
Beltline	<ul style="list-style-type: none"> • Comments supporting the updated alignment in this area • Desire for improved public realm and streetscape along with better community connectivity • Comments around minimizing impacts to mobility network during construction
North BRT	<ul style="list-style-type: none"> • Desire for improved transit service in the north • Feedback around traffic and mobility impacts • Support for BRT over LRT and the reverse

Project Overview

Green Line is important to the future of Calgary and benefits all Calgarians. It represents a major investment in our transportation network, in our communities, and the future of our city.

Green Line Vision: A city-shaping transit service that improves mobility in communities in north and southeast Calgary, connecting people and place and enhancing the quality of life.

Like Calgary's current LRT lines, the Green Line will be built in stages as funding becomes available.

At a Glance, the Green Line when completed, will:

- Serve Calgarians in 27+ communities
- Serve 60,000-65,000 LRT customers daily
- Support over 220,000 to 240,000 trips per day
- Consist of 46 km of track
- Include 28 stations (+1 with new 9 Avenue N station)
- Provide a future airport connection
- Support future Transit Oriented Development (TOD) in 10 stations areas

Green Line Stage 1 will deliver the first 20 km of LRT track. Stage 1 of the Green Line (16 Avenue N to 126 Avenue S.E.) is fully funded with committed funding from all three orders of Government. The City is currently assembling the land required for Stage 1, relocating utilities, and preparing the right-of-way for the main construction contract through an enabling works program.

Why update Stage 1?

In summer 2019, the Green Line project team advised Council about the need to review Stage 1 for the following reasons:

Customer Experience: The 8-storey deep tunnel and stations would impact the user experience and the Green Line vision of a light rail transit system that is accessible, potentially impacting projected ridership numbers.

Project Budget: Cost estimates were exceeding Green Line's funding of \$4.9 billion by approximately 10%.

Construction Risks: As designs on the tunnel under the Bow River progressed, and to avoid obstacles underground downtown, the tunnel and stations were becoming very deep by approximately eight storeys, further adding to construction and project risks.

Evaluation – June 2019 through January 2020

As part of the re-evaluation, the project team reviewed the entire Council-approved Stage 1 alignment from 16 Avenue N to Shepard. During this review, the team focused on improving customer experience, reducing risk, and controlling cost while respecting the communities the project is moving through.

Options evaluated for Stage 1 include the following:

- Updated alignment (16 Avenue 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 stops in the Beltline or downtown (does not cross river)
- Bus Rapid Transit (BRT) improvements

Any Green Line alignment will be experienced differently depending on a person's unique community, business, property, or transit-user experience. The team worked to understand stakeholder interests and considered those interests as part of the analysis.

Target Audiences

Target audiences for this engagement are separated into primary and secondary audiences. Primary audiences are identifiable by their proximity to changes in the alignment. This covers the area between 16 Avenue N and the Beltline (west of Elbow River). Secondary audiences, while less directly impacted, are still seen as being interested in the project or in having an important opinion to share.

Meetings with stakeholders also occurred outside of this public engagement process. Not all stakeholders are captured in this audience summary.

Primary

- Communities of Crescent Heights, Eau Claire, Chinatown, Downtown and Beltline
- Crescent Heights Community Association
- Crescent Heights Village BIA
- Eau Claire Community Association
- Chinatown Community Association
- Chinatown BIA
- Calgary Downtown Association
- Beltline Neighbourhoods Association
- Victoria Park BIA

Secondary

- Green Line communities outside of alignment changes
- Green Line communities outside of Stage 1
- Future Green Line riders and other Calgary Transit Users
- Calgarians interested in the project

Respect for Diversity, Inclusion and Culture

The engagement approach was designed to be respectful of the diversity of people living, working and spending time in the Centre City. To make our engagement more inclusive, a number of steps were taken:

- ✓ Due to the proximity of Chinatown to the Green Line LRT alignment, Chinese-speaking residents were specifically targeted in marketing, communication and events. The approach was informed through conversations with key stakeholders and leaders from Chinatown. Efforts included:
 - Tri-lingual (Mandarin, Cantonese, and English) interpretation was provided at the Chinatown, Eau Claire and Crescent Heights open houses.
 - Translated advertisements were shared with the Chinatown BIA and CA as well as hand-delivered to Chinese businesses along Centre Street.
 - Chinatown Community Association and Business Improvement Area organizations were given engagement information to share through their member/resident channels.
 - The Crescent Heights Village Business Improvement Area (CHVBIA) and Green Line's stakeholder relations team door-knocked at Chinese businesses along Centre Street N to promote upcoming events. A language-interpreter was available and frequently used.
- ✓ Pop-up events were set up to ensure we reached Calgarians who may have not had the time to attend an event. These events took place in six locations: Eau Claire Market, Seton YMCA, Quarry Park YMCA, Anderson LRT Station, Vivo for Healthier Generations, and Thornhill Aquatic & Recreation Centre.
- ✓ A drop-in "storefront" was set up every week in Crescent Heights to increase public accessibility to the project team. Citizens could enter any time during shop hours to ask questions, provide feedback and learn about the project.
- ✓ Due to space constraints, some boards had to be placed upstairs at the Crescent Heights open house. Printed handouts of those boards were available for anyone who was not able to visit upstairs.
- ✓ A colouring station was set up at each storefronts and open house events to support parents who had young children with them.
- ✓ All venues were accessible to wheelchairs, walkers and strollers.



Engagement Overview

The engagement approach was designed to collect input at a *Listen & Learn* level (from The City’s Engage Policy) on the updated Stage 1 alignment. Engagement took place in two phases: Phase 1 January 29 – March 3, Phase 2 March 4 – April 30.

Engagement Questions	How input will be used	Level of Engagement
<p>The following question was asked for each of the focus areas of the alignment:</p> <ul style="list-style-type: none"> • Centre Street • River Crossing • Downtown • Beltline • Enhanced Bus Rapid Transit <p><i>What are the opportunities and challenges you see with the updated Stage 1 alignment?</i></p> <p>We also asked: <i>Do you have any other comments you’d like to share with the project team?</i></p> <p>Note - Phase 1 included maps with line drawings. By Phase 2, the technical team had advanced the designs and more information was available to share such as renderings.</p>	<p>Input is collected and summarized to help City Council understand public sentiment in relation to the updated Stage 1 alignment.</p> <p>The project team will consider feedback received as they advance design of the recommended alignment.</p> <p>Phase 2 of engagement helps Council and project team members understand to what extent the design details presented effect public sentiment of the updated Stage 1 alignment.</p>	<p><i>Listen & Learn:</i> We will listen to stakeholders and learn about their plans, views, issues, concerns and expectations and ideas</p>

Event Summary

Engagement took place from January 29 to April 30, 2020.

Phase of engagement	Event	Date and location	Participation
Phase One January 29 – March 3 Reference information included maps with line drawings.	Online engagement – Phase 1	January 29, 2020 – March 3, 2020	1797 contributions from 562 contributors
	Drop-in storefront	Wednesday, February 12, 2020 - 914 Centre St N	20 participants
	Pop-up engagement	Tuesday, February 18, 2020 - Eau Claire Market	75 participants
	Drop-in storefront	Wednesday, February 19, 2020 - 914 Centre St N	30 participants
	Pop-up engagement	Saturday, February 22, 2020 - Seton YMCA	78 participants
	Pop-up engagement	Saturday, February 22, 2020 - Quarry Park YMCA (TBC)	40~ participants
	Drop-in storefront	Wednesday, February 26, 2020 - 914 Centre St N	30 participants
	Pop-up engagement	Wednesday, February 26, 2020 - Vivo	78 participants
	Pop-up engagement	Thursday, February 27, 2020 - Anderson Station	45~ participants
	Pop-up engagement	Saturday, February 29, 2020 - Thornhill Recreation Centre	80 participants
	Drop-in storefront	Wednesday, March 4, 2020 - 914 Centre St N	15 participants
Phase Two March 4 – April 30 Reference information included more detailed maps and renderings as the design had advanced by this time.	Online engagement	March 4, 2020 – April 30, 2020	1304 contributions from 249 contributors
	Open House #1 – Beltline	March 4, 2020, 4:30 p.m. – 8:30 p.m. Decidedly Jazz Danceworks	125 participants
	Open House #2 – Chinatown	March 5, 2020, 4:30 p.m. – 8:30 p.m. White Diamond Conference Centre	115 participants
	Open House #3 – Eau Claire	March 7, 2020 – 10:30 a.m. – 2:30 p.m. Sheraton Hotel, Eau Claire	222 participants
	Open House #4 – Crescent Heights	March 8, 2020 – 10:30 a.m. – 2:30 p.m. Crescent Heights Community Association	316 participants
	Drop-in storefront	Wednesday March 11, 2020 - 914 Centre St N	20~ participants

Event Promotion

Green Line is a project that touches many Calgarians and can affect the way they live their lives. Promoting opportunities for public engagement and events is important in making citizens aware of opportunities to have their voice heard and their questions answered.

Promotion for public in-person and online engagement opportunities ran from January 29 to March 15 (the day The City enacted a State of Local Emergency due to the COVID-19 pandemic and online advertisements were discontinued). Event promotions were advertised to Calgarians in a variety of ways including:

- Two news releases to media (January 28 and March 4); and coverage in 42 online, newspaper, radio and TV news stories
- Emails to the Green Line e-newsletter distribution list which has over 3,000 subscribers
- Social media (Facebook, Twitter and Instagram) geo-targeted ads and organic posts
- Roadside signage (in Bylaw approved locations at Centre Street and 16 Avenue, on East side 3 Street N.W. North of Crescent Road; on East side Edmonton Trail N.E. North of 5 Avenue; and on South side MacDonald Avenue S.E.; East of 7 Street)
- Postcard mail drop to 2,200 residents and businesses within a two-block radius of the impacted area between the 16 Avenue Station and 4 Street S.E. station.

For the Chinese-speaking community promotions included:

- Translated postcards and posters
- Targeted Facebook ads
- Chinese language newspapers and newsletters
- Interview with Fairchild media (Chinese language radiPo).

Event Descriptions

Online engagement

Online engagement opened on January 29 at engage.calgary.ca/greenline. Participants were able to learn more about the project, the updated Stage 1 recommendation, and the research and context behind the recommendation.

Participants were able to view maps outlining the recommended alignment change. Each of the focus areas within the updated Stage 1 alignment were separated into unique sections. Within these sections, participants were able to answer the engagement questions as well as view the comments that other participants were posting. At the bottom of the page a “general comments” section allowed visitors to leave any final comments for consideration by the project team.

A second round of online engagement opened on March 4, 2020, in conjunction with the launch of our first open house. While the questions asked remained the same, the contextual information for participants was expanded significantly.

An updated package of informational boards was posted on the website. These materials were also presented in Cantonese and Mandarin. A large collection of image renderings was also added to each of the focus area sections. These images were created to help participants understand what each area could look like after construction is complete.

Large maps were also posted online. These helped to communicate current issues in each focus area as well as opportunities that could be implemented as part of the updated Stage 1 alignment.

Crescent Heights drop-in storefront

The Crescent Heights storefront was set up as a way to improve citizen accessibility to the project team. A vacant shop was rented at 914 Centre St. N on the historic Tigerstedt block in a high-foot-traffic area adjacent to small businesses. Storefronts were typically open for eight hours on a Wednesday.

Inside the storefront a display of about 20 boards were set up around the room to encourage participants to spend time and learn. After learning about the project, participants were encouraged to provide their feedback to the engagement questions on either stickie notes or a feedback form. Green Line team members were in attendance to answer any questions and to help record feedback. People came intentionally to the storefront as well as just “popped in” after seeing the signage outside.

Pop-up engagement

Pop-up engagement events typically involved a table staffed by two Green Line project team members set up in a high-foot-traffic area. Information about the updated Stage 1 alignment was shared on select display boards. Binders of more detailed information were also available for participants who wanted to read and learn more. At pop-up events people were also able to answer the same questions available online on stickie notes or feedback forms.

Open Houses

Four open houses took place once detailed alignment information and images were available to share. The open houses were stationed in the primary focus areas of Crescent Heights, Eau Claire, Chinatown and the Beltline.

Open houses ran for four hours and, in some cases, time was extended based on the volume of attendees. Project team members representing different subject matter expertise was spread around the room to answer questions, provide project information and help record feedback. Subject matter expertise was available for subjects such as design, engineering, real estate, tunneling, engagement, communications, Calgary Transit and more.

General information was presented upon entry, with booklets translated into Mandarin and Cantonese available. Chinese-language interpreters were also available at the Chinatown, Eau Claire and Crescent Heights events. Alignment information was separated by focus area and spread around the room. In areas with high interest in a particular focus, duplicate information was displayed to make it easier for participants to access.

Each focus area had an adjacent feedback table where participants could record their comments. In the centre of the room a general feedback table was also set up. This allowed participants to complete event evaluation forms as well as provide any non-focus-area-specific feedback. Colouring was available for children in attendance. Closed-captioned video question and answer was also projected allowing participants to receive answers to the most frequently asked questions in an additional way.

What We Heard

All comments have been transcribed and coded into different themes. This helps the project team to group areas of interest when reviewing feedback. Themes are listed in a descending order of frequency. This means the most common themes are listed at the top of the table, while

less common themes are listed at the bottom of the table. All comments are considered despite how frequently they are mentioned.

Tables of the themes for each focus area and for each phase are included in this section as well as observations on differences and similarities on feedback received in each phase.

For a complete list of all input that was provided, please see the appendices for verbatim comments.

Centre Street

Phase 1 and 2 Observations

The majority of the frequently heard themes from the comments stayed the same in both phase 1 and 2 of engagement. The feedback focused around traffic impacts, a preference for an underground alignment, proposals for alternate alignments and/or technologies, pedestrian safety and connectivity and a desire for a 9 Avenue station on Centre Street.

In the phase 1 feedback, there were a couple of strong themes around concerns on impacts to Prince's Island Park and not wanting a bridge for the Bow River crossing. These themes show up in the Bow River Crossing section as well.

In the phase 2 feedback, a theme around access for businesses and residents was strongly expressed. There was also a theme around improving the urban realm and a desire for a pedestrian friendly streetscape.

PHASE 1 – CENTRE STREET	
Theme	Theme description
Prefer underground (243 comments)	Comments indicated that an underground alignment on Centre Street N would be better, as a surface alignment would increase traffic congestion and accidents and decrease pedestrian safety. Participants indicated that an underground alignment was the better long-term option. Feedback cited the C-Train line along 36 Street N.E. as an example of why surface running trains do not function as well as underground alignments. Some comments suggested crossing the Bow River with a bridge, and then tunneling under Centre Street N.
*Negative impacts to Prince's Island Park (222 comments)	Feedback indicated that a bridge through Prince's Island would ruin the park. Participants were concerned about negative impacts to the wetland, wildlife, views of the park, general enjoyment of the park, events and impacts to tourism.
Traffic Impacts (165 comments)	Concerns on the reduction of traffic lanes and the congestion this would cause, especially given the lane reversal currently in place on Centre Street N. Comments about increased traffic on other routes into downtown as a result of the reduction of lanes on Centre Street N. Those who live north of 16 Avenue N and use Centre Street N as their route into downtown were concerned about increased commute times. Participants were concerned about an at-grade crossing at Centre Street and 16 Avenue N.
Proposals for alternate alignments and technologies (134 comments)	Several suggestions were made offering different alignment options, including: prioritizing building further north first, connecting to the airport, terminating downtown and building further south, returning to BRT instead of LRT for the project and using the Centre Street bridge instead of building a new bridge.
*No bridge (105 comments)	A lot of the comments wanted the tunnel instead of the bridge. There were also suggestions for using existing crossings over the river, stopping downtown and for alternate alignment. There were many comments around concerns over the impacts to Prince's Island Park.
Pedestrian connectivity and safety (86 comments)	A number of the comments indicated concern about potential for accidents with a surface running train. Mentions of concerns about how easy it would be to cross Centre Street as a pedestrian. There were also comments around the pedestrian environment with a desire for a more comfortable and attractive experience.
Want a 9 Avenue station (68 comments)	Many comments expressed an interest in a 9 Avenue N station now that the alignment is no longer underground. Feedback indicated that a station at 9 Avenue N would benefit area businesses, Crescent Heights High School and area residents with limited mobility.
Wait until budget for tunnel (59 comments)	Comments indicated that it would be better to terminate the current alignment south of the Bow River and wait until funds were available for an underground alignment before proceeding further north. Participants were concerned with proceeding with Green Line given the current state of Calgary's economy.

PHASE 1 – CENTRE STREET	
Theme	Theme description
Cost / Budget / Economy (49 comments)	This category of feedback includes a mix of sentiment. Some comments were around why not spend what is needed to do it underground. Some comments suggested not doing the project at all because of the current economic situation. Some comments were around staying in budget and being fiscally responsible.
General disagreement (49 comments)	Concerns over budget and the surface alignment were expressed. Some felt the project should not move ahead. Others didn't want the project to happen in this way because of impacts to park, community, pathway and traffic.
Other (42 comments)	This category included feedback such as: good for tourism, north is left out, find a cheaper way to tunnel, Calgary to Edmonton more important, put in a free fare zone, autonomous cars means we don't need this, check ridership numbers, LRT North and BRT South, align with area redevelopment plan, tunnel as far as you can, how is there approval without a detailed plan.
General agreement (41 comments)	Feedback expressed support for the revised alignment, citing the importance of access to transit and the reduced cost.
Engagement concerns (36 comments)	Some comments expressed disappointment in the change from the previously approved alignment, as it was created with extensive public engagement. There were concerns with the character limit for comments. Frustration about the length of the feedback period given the magnitude of the change to the proposed alignment was also given. There were questions about whether their feedback would be listened to by decision makers and the project team.
Community Wellbeing (35 comments)	Comments ranged from feeling that a surface line will further divide the community to the desire for a 9 Avenue station to support the community.
*Ok with bridge over the river (28 comments)	Comments expressed support for a bridge over the Bow River, giving examples of other well-used parks in the city adjacent to train lines. Stakeholders indicated that impacts to Prince's Island Park would be relatively minimal.
Street is too narrow for train / BRT and traffic (27 comments)	Concerns were mentioned that Centre Street N is not wide enough to accommodate the proposed Green Line alignment and two lanes of vehicle traffic and wanted to know if this would require reductions in the public realm to accommodate.
Would like BRT/MAX instead of train (23 comments)	Feedback suggested that a BRT would be less disruptive to the community and environment. It was also favored as being a more economical option.
Need to consider cost versus benefit (18 comments)	Comments stated that the cost savings did not outweigh the impacts of the proposed alignment to the communities of Crescent Height and Eau Claire, Prince's Island Park and Centre Street N. Stakeholders wanted to see a cost-benefit analysis of the proposed alignment.

PHASE 1 – CENTRE STREET	
Theme	Theme description
Noise concerns (16 comments)	Stakeholders were concerned regarding the noise impacts of the proposed alignment to residents and Prince’s Island Park.
Property value decrease and business decrease (15 comments)	Comments centered around the concern that this alignment would result in a significant property value decrease. There was also feedback that this alignment would destroy small business.
Prefer side-running alignment (14 comments)	Feedback included not wanting stations in the middle of the road, feeling there would be less traffic interruptions, and that side-running would be better for pedestrians.
Desire for low floor, low speed train (12 comments)	Comments centered around the train taking less space, being better for the urban realm, having better retail exposure, and being better for crossing streets.
Prefer 2017 alignment (12 comments)	Feedback included seeing this as a long-term investment, feeling that the extensive consultation should be honored, and seeing the 2017 alignment as better for the park.
Include bike lanes in planning (11 comments)	Comments around seeing value in increasing multi modal options, wanting an increased focus on cycling and pedestrian realm and taking advantage of this change to create cycling infrastructure.
Do not want 9 Avenue N station (7 comments)	Concerns around increased crime, decreased quality of life, and reduced mobility.
At grade trains are ok (6 comments)	Feedback related to this option being financially viable, suggested having buses and trains share platforms, and emphasized integration of all modes of transportation.

**Please note that these comments were in the Centre Street section of the online comments and have been put in this focus area accordingly. The content was reviewed with the Bow River Crossing comments as well.*

PHASE 2 – CENTRE STREET	
Theme	Theme description
Traffic impacts (264 comments)	Participants indicated that traffic is already congested on Centre Street, and that reducing the number of travel lanes would only exacerbate this issue, especially given that there is currently a peak-hours lane reversal in place. Stakeholders were concerned about accidents in the vehicle lane, and how traffic would be maintained while the accident was

PHASE 2 – CENTRE STREET	
Theme	Theme description
	<p>cleared. Stakeholders indicated that other nearby corridors into the downtown, including Edmonton Trail and 10 Street NW, are not adequate to handle the additional traffic should Green Line be constructed at grade on Centre Street. Stakeholders were concerned with impacts to travel times for emergency services in the event of an accident. Stakeholders were concerned about a possible bottleneck where the proposed Green Line crosses Centre Street at grade to access the bridge over the Bow River. Stakeholders were concerned regarding future traffic impacts to 16 Avenue N if the Green Line eventually crosses 16 Avenue N at grade.</p>
<p>Proposals for alternate alignments and technologies (152 comments)</p>	<p>Stakeholders suggested the possibility of using a bridge to cross the Bow River, and then to put Green Line underground on Centre Street, possibly by way of a cut and cover tunnel. Stakeholders suggested not building Green Line north of the river, and if possible, extending the alignment further south. Stakeholders suggested alternatives to Centre Street N including 4 Street N, Edmonton Trail and adjacent to Nose Creek. Stakeholders suggested allowing vehicles and trains to share a lane. Stakeholders suggested using a BRT for the alignment north of the Bow River in place of a train. Stakeholders indicated they would like the train to connect to the airport. Stakeholders suggested using streetcars instead of trains.</p>
<p>Prefer Underground (142 comments)</p>	<p>Stakeholders indicated that they preferred an underground alignment along Centre Street N, regardless of whether the Green Line was tunneled under the Bow River or a bridge was built. Stakeholders indicated this would mitigate traffic impacts and improve pedestrian safety.</p>
<p>Pedestrian Safety (138 comments)</p>	<p>Stakeholders were concerned by the impact of increased cut-through traffic on pedestrian safety in residential areas adjacent to Centre Street N. Stakeholders indicated they wanted safe and efficient pedestrian and cyclist crossings. Stakeholders pointed to 36 Street N.E. as an example of how a C-Train line in the middle of a roadway creates a safety issue for pedestrians. Some stakeholders indicated a side-running alignment would be safer, as pedestrians would not need to cross vehicle traffic to reach the train platform, while other suggested a centre running alignment would be safer, as it would keep pedestrians from needing to cross two separated train lines. Stakeholders were concerned with speeding and impatient drivers creating pedestrian safety issues. Stakeholders were concerned that having the Green Line at surface on Centre Street N. would create a pedestrian realm that felt unsafe and</p>

PHASE 2 – CENTRE STREET	
Theme	Theme description
	would lead to an increase in crime. Stakeholders suggested lowering speed limits to improve pedestrian safety.
Manage access for businesses and residents (125 comments)	Stakeholders were concerned about restrictions in their ability to make left turns off Centre Street, saying this would make access to the community difficult for residents. Stakeholders were concerned about left-hand turn options that required traffic to come into the community. Stakeholders were concerned that the reduction in traffic lanes on Centre Street would lead to an increase in cut-through traffic in residential areas. Stakeholders were concerned that access to businesses along Centre Street would be more difficult.
Want 9 Avenue Stop (122 comments)	Stakeholders indicated that a 9 Avenue N stop would be of benefit to both the residential and business community, with some saying that without this station, the Green Line would bring no benefit to the communities between the Bow River and 16 Avenue N. Stakeholders said a 9 Avenue N station would benefit local businesses. Stakeholders indicated a 9 Avenue N station would benefit Crescent Heights High School students.
Pedestrian connectivity and safety (98 comments)	Stakeholders were interested in having quality pedestrian crossings along Centre Street N. Stakeholders liked the idea of lowering speed limits on Centre Street N. to help improve pedestrian safety. Stakeholders indicated that there are a high number of seniors who live in the area who rely on crossings for daily trips for food and other supplies, and that crossings should enable these trips. Stakeholder indicated that a crossing at 7 Avenue N would be important for accessing Rotary Park. Stakeholders were interested in a surface alignment that improved safety for pedestrians, with examples including preferring a middle-running alignment as it only requires pedestrians to cross one train right of way, and preferring side running because it reduces the risk of pedestrians jay-walking to catch a train. Stakeholders were concerned regarding cut-through traffic and wanted solutions to mitigate this. Stakeholders worried the proposed alignment would have pedestrian safety and connectivity issues like those of 36 Street N.E.
Public Realm Prioritizes Pedestrian Access (93 comments)	Stakeholders were interested in general improvements to Centre Street N for pedestrians, including wider sidewalks. Stakeholders indicated they wanted easy access to shops and restaurants along Centre Street N.

PHASE 2 – CENTRE STREET	
Theme	Theme description
<p>Engagement process concerns (93 comments)</p>	<p>Stakeholders were frustrated that studies such as the traffic impact study were not completed prior to public engagement, and indicated they needed more information in order to comment on the updated alignment. Stakeholders requested more information regarding decision making processes, cost and risk regarding an underground versus surface alignment on Centre Street N. Stakeholders were frustrated that the proposed alignment did not live up to the vision set through previous rounds of engagement. Stakeholders requested different renderings, including images of the line in the winter. Stakeholders were concerned by possible spamming of the Engage Portal site.</p>
<p>Support Area Improvements (86 comments)</p>	<p>Stakeholders were interested in making Centre Street N a more inviting destination by investing in the pedestrian realm and including aspects such as landscaping and public spaces. Stakeholders indicated that Centre Street N is not well suited to become a pedestrian destination, with some saying Edmonton Trail would be a better choice for these types of upgrades. Stakeholders indicated an improved Centre Street could be a destination for area residents as well. Stakeholders expressed interest in high quality urban design for new developments on Centre Street N.</p>
<p>Business impacts (80 comments)</p>	<p>Stakeholders wanted adequate programs in place to help businesses during construction. Stakeholders were concerned that increased traffic and turn restrictions would make it harder to access businesses along Centre Street N. Stakeholders indicated that traffic restrictions along Centre Street N would have a negative impact on businesses in Chinatown. Stakeholders were concerned regarding loss of parking for businesses. Stakeholders suggested offering property tax breaks to impacted businesses during construction. Stakeholders indicated that a 9 Avenue N station would be critical to support businesses along Centre Street N.</p>
<p>Wait and do it properly (80 comments)</p>	<p>Stakeholders indicated that an underground alignment through the downtown and along Centre Street N was a superior option, and that either the whole of Green Line or just the portion of the alignment north of downtown should not be constructed until there is sufficient budget to build what was set out in the 2017 approved alignment. Stakeholders were concerned regarding impacts to the Eau Claire area, Prince's Island Park and Centre Street N.</p>
<p>Community Wellbeing (70 comments)</p>	<p>Stakeholders were concerned that a surface running train would divide the community of Crescent Heights, much like the C-Train line along 36 Street NE. Stakeholders were concerned that the impacts of noise, reduced access due to removal of traffic lanes and turn restrictions and the possible increase in cut-through traffic would impact the quality of life</p>

PHASE 2 – CENTRE STREET	
Theme	Theme description
	of nearby residents. Stakeholders were concerned about crime at stations, and the possibility of this spilling into the adjacent communities.
Cost (58 comments)	Stakeholders were concerned by the possibility of cost overruns, especially given the current state of the oil industry and global economy due to COVID-19.
Prefer side-running alignment (47 comments)	Stakeholders indicated that a side-running alignment would be safer for pedestrians, as they would not need to cross traffic when getting on and off the train. Stakeholders indicated a side-running alignment would integrate better into the public realm, and that the wider sidewalks would help to improve the streetscape. Stakeholders indicated a side-running alignment would help increase foot traffic for businesses versus a middle-running alignment.

Bow River Crossing

Phase 1 and Phase 2 Observations

The primary concern that was expressed in both phases was around impacts to Prince’s Island Park. The range of concerns included impacts on wildlife, the environment, the wetlands, fish habitat, views, pathways and activities in the park. In both phases, there was also a strong preference for an underground alignment. Most of the themes showed up in both phases of feedback.

Phase 2 feedback included more comments about ensuring thoughtful bridge architecture and speaking to bridge type preferences. There appears to be more opposition to the bridge in this phase but when you include the feedback on the bridge from Centre Street, this is not the case.

PHASE 1 – BOW RIVER CROSSING	
Theme	Theme description
Negative impacts to Prince’s Island Park, wildlife and the environment (117 comments)	Stakeholders expressed a high degree of concern over the permanent nature of the impact to Prince’s Island Park (PIP) and the Bow River. There was a high degree of concern for wildlife and the belief that once disturbed the wildlife would not return; this was part of a prevalent feeling that once park and wildlife are damaged they will never be the same. They described the quiet and tranquil nature of park as precious and hard to find in an urban centre, as well as important to preserve. Stakeholders

PHASE 1 – BOW RIVER CROSSING	
Theme	Theme description
	had questions and concerns about impacts to events such as Folk Fest and other summer festivals. Some stakeholders offered alternative routes such as Centre Street bridge or reverting to a tunnel.
Preference for an underground alignment (85 comments)	Stakeholders expressed a preference for tunneling under the river. An underground alignment is described as having less noise, improved pedestrian safety, better for Prince’s Island Park, having less residential impacts and offering a better urban realm. It is described as a better long-term decision, preserving the river pathway and adhering to previous consultation.
Concern for river pathway experience and the importance of preserving it (47 comments)	Many stakeholders express concern that the bridge would ruin the river pathway experience. Concerns include physical disruption of the pathways system as well as experiential impacts such as noise impacts. A minority of stakeholders expressed acceptance of the bridge but expressed that it is critical to enhance and improve the river pathway and river pathway experience.
General acceptance of the above grade alignment (33 comments)	Stakeholders expressed acceptance or approval of a bridge over the river and park. Some articulated that it made sense to help reduce cost and risk. Some stakeholders suggested that it is important to make the bridge look nice in such a beautiful part of the city. Some stakeholders suggested that a bridge would have minimal park impacts and would help connect to transit needs in the north.
Noise Concerns (31 comments)	Stakeholders shared concern that a train over the park would cause noise issues in the park and surrounding area. Some stakeholders spoke about the noise impacts on park events such as festivals or Shakespeare in the Park. Some stakeholders felt increased noise would ruin the river walk experience. Some stakeholders felt added noise would result in negative mental health impacts. Some stakeholders felt both surface and underground alignments would introduce new noise.
Concerns on impacts to views and suggestions for solutions (26 comments)	Stakeholders expressed concern that a bridge would disrupt or ruin views of park, both from within the park and from adjacent housing. Stakeholders felt a large concrete structure over a natural area would be contradictory. Some suggested that a bridge could look nice but would have to be designed to either look beautiful or minimize impacts to views of the park.
Suggestions for alternative alignments over the river (26 comments)	Stakeholders suggested using alternative routes rather than bridging over the river; these include routing further east or utilizing Centre Street Bridge. Advantages include making an easier transition to the East, avoiding the park and utilizing an existing structure. Some stakeholders mentioned that Centre St would already have reduced lanes, which could transition well to the bridge.
Impacts to residential properties in Eau Claire (26 comments)	Stakeholders expressed concern over the impact to adjacent condominiums. Stakeholders felt that adjacent condominiums should not be expropriated to allow a bridge to be built. Other stakeholders felt the Green Line would be too close to homes and would result in lower

PHASE 1 – BOW RIVER CROSSING	
Theme	Theme description
	property values, a reduced quality of life and negative impacts on area children.
Project cost not justified / financial concerns (24 comments)	Stakeholders felt that only getting to 16 Avenue N did not justify the cost of the project or the impact of crossing the river and park with a bridge. Stakeholders also expressed overall concern with the cost of the project. Some stakeholders expressed worry that costs would continue to escalate.
Importance of thoughtful bridge design (22 comments)	Stakeholders stated the importance of thoughtful bridge design and architecture. Stakeholders shared that it must be an attractive bridge. Opinion was mixed on the preferred look of the bridge – some felt it should be iconic while others felt it should be minimalist or complement the natural surroundings.
Engagement concerns and requests for more information (18 comments)	Stakeholders expressed concerns having to do with the engagement process. These include running engagement during the winter, only allowing 140-character response to questions, and the belief that negative comments were being deleted. Some stakeholders felt additional information should be shared such as demonstrating the financial cost of negative impacts to the park as well as showing additional/different images of what it would look like.
Prince’s Island Park won’t be severely impacted (21 comments)	Some stakeholders felt that building an above-grade alignment would not significantly affect Prince’s Island Park. Some felt that the east end of island is least disruptive. Some stakeholders shared that there are examples of other parks that are still great despite having trains near to or through them. Some stakeholders suggested sound mitigation measures could help limit noise impacts.
Incorporate multi-use pathway into bridge (13 comments)	Stakeholders shared that a bridge across the river should also include a path for bikes, and pedestrians. Some stakeholders felt it was also an opportunity for scooters to cross the river and connect to the cycle track.
General opposition to the alignment (11 comments)	This theme captures general statements of opposition against the updated Stage 1 alignment.
Preference to end stage 1 south of the river and other staging options (10 comments)	In disagreement with the proposed alignment, stakeholders shared mixed opinions on alternative phasing of the project. Some felt the south portion should be built first, ending downtown for the time being. Others felt the north should be built first and that the south portion should be put on hold. All comments shared a sentiment that the river should not be crossed at this point.
Do it right / wait until funding is available (10 comments)	Stakeholders expressed that it would be better to wait until a tunnel can be built than to bridge over the river. Stakeholders expressed a desire to hold off on the river-crossing portion until more funding was available.

PHASE 1 – BOW RIVER CROSSING	
Theme	Theme description
Impacts to future development in Eau Claire (9 comments)	Stakeholders felt that the 2 Street station could enable redevelopment in the area. Stakeholders shared ideas such as integrating the station with an Eau Claire Market redevelopment, introducing new cafes and small businesses, and adding event space on the west side of the bridge. Some stakeholders expressed concern that the station would drive other development, which would not be tasteful for the Prince’s Island/Eau Claire area.
Other (37)	Stakeholders shared a variety of other comments for consideration by the project team.

PHASE 2 – BOW RIVER CROSSING	
Theme	Theme description
Concerns on Prince's Island Park, including nature and wildlife (263 comments)	Stakeholders expressed a high degree of concern over the permanent nature of the impact to Prince’s Island Park (PIP) and the Bow River. There was a high degree of concern for wildlife and the belief that once disturbed the wildlife would not return; this was part of a prevalent feeling that once park and wildlife are damaged they will never be the same. They described the quiet and tranquil nature of park as precious and hard to find in an urban centre, as well as important to preserve. Stakeholders had questions and concerns about impacts to events such as Folk Fest and other summer festivals. Participants questioned whether other “world class cities” would put a train bridge over an urban park and shared their belief that no world-class city would do so. Some participants asked The City to adhere to historic agreement of PIP as donated park space. Some expressed concern there would also be long-term maintenance impacts in the park. This theme captures an overall opposition to the plan as presented with many participants simply stating, “SAVE THE PARK!”
Suggestions and comments surrounding alignment and design (136 comments)	Many participants suggested alternative routes that The City should consider. These comments were often part of a plea to find an alternative to bridging over the park onto 2 Street. Many of these included using Centre Street Bridge or running the route further east near Harry Hays building where there would be less impact to people and park. Stakeholders also commented on the Centre Street alignment, with many of them expressing concern over a surface running alignment. Some participants suggested just doing the south part of the line first, while others suggested just doing the north first. Some stakeholders questioned how the bridge would tie into Centre

PHASE 2 – BOW RIVER CROSSING	
Theme	Theme description
	Street N and expressed concern over impacts to traffic and the pathway system. Participants in support of the design expressed the importance of beautiful design, activating space beneath the bridge, and meaningful station names. Participants shared other unique ideas for the project team to consider. Some stakeholders shared questions and concern about planning for potential flooding.
Thoughtful bridge architecture options (105 comments)	Comments captured within this theme are typically positive in nature, with some showing support for the alignment and others showing acceptance or understanding. Stakeholders shared strong opinion that, if a bridge is built, it should be done in a quality way. Some felt this would be a minimalist bridge that blended with the park while others suggested it should be a “statement” or world-class attraction. Division in bridge style preference highlights a need for further engagement if this alignment is approved.
Preference for underground, including the original approved alignment (104 comments)	This theme captures a general desire to go back to the original underground alignment or to find a way to keep the line and stations underground. Stakeholders often expressed that underground was already approved and promised, and therefore what should be done. Some stakeholders suggested cut & cover as a way to dig a shallower tunnel, particularly around Eau Claire. Some participants suggested an underground station would offer better weather protection in the winter.
Think long term / wait to do it properly (99 comments)	Many stakeholders shared an opinion that if “it can’t be done right, we should wait until it can be”. This was mostly tied to an opinion that tunneling under the river and not bridging over Prince’s Island Park is the “right way”. There was a general opinion that we should wait until there is enough money to tunnel under the river. Some stakeholders suggested alternative options until we had money to tunnel under the river such as building the south leg first or running BRT in the north for now. Stakeholders shared concern and belief that The City is proceeding without all the information or studies being complete and that The City should have all that information prior to making a long-term decision; for example, identifying the cost of environmental impact. There was an overarching belief that The City should not rush and try to force this into a constrained budget.
General opposition, mostly to bridge (75 comments)	These comments were mostly simple statements of opposition to the proposed alignment, in particular to building a bridge over Prince’s Island Park. Many stakeholders expressed feeling a loss of trust toward The City since the previously approved underground alignment is now being changed.

PHASE 2 – BOW RIVER CROSSING	
Theme	Theme description
<p>Noise and vibration concerns (58 comments)</p>	<p>Stakeholders expressed concern and opposition to introducing train and bridge noise into Prince’s Island Park. PIP is described as a tranquil and quiet area in Calgary’s downtown. Residents living nearby expressed worry over hearing early morning and late-night train noise such as squealing, braking and vibration. Stakeholders described PIP as the only quiet oasis for workers, visitors and residents in Calgary’s downtown.</p>
<p>Residential property impacts including property values (56 comments)</p>	<p>Stakeholders expressed concern and frustration with necessary property destruction i.e. River Run. There was a sentiment that living next to the train/tracks/bridge/station will ruin quality of life at home. Stakeholders shared their belief property values will drop significantly with a train adjacent to their home. Some stakeholders described the impact to their residential home or investment as “devastating”.</p>
<p>Visual impacts and concerns (49 comments)</p>	<p>Stakeholders expressed concern with having a bridge disrupt otherwise natural and beautiful views. Some participants described a disharmony or as having bad Feng shui. Some stakeholders expressed concern of adding light pollution to a natural area. Many stakeholders shared worry that a bridge will disrupt pleasant views. Other stakeholders argued that no bridge, no matter how beautiful, would make up for the negative visual impact.</p>
<p>Financial Concerns (49 comments)</p>	<p>This theme is closely related to a preference to “do it right or not at all”; however, a distinction in this theme is a feeling that The City is downgrading long-term quality due to short-term financial issues. Participants shared that this is not a good plan, but rather the only thing affordable. Some participants expressed concern that even the revised plan will go over budget at some point.</p>
<p>Engagement and communication questions/concerns (46 comments)</p>	<p>Stakeholders expressed frustration and distrust with previously approved plans being changed despite years of public engagement. Some stakeholders shared a belief that the engagement was “fake” or “token” and would not actually be listened to. Some expressed a lack of trust with the information presented, including a belief that information shared online was biased and only showing details that supported the proposed plan. Some stakeholders requested more information in future communication. Some felt that images used were misleading.</p>
<p>Desire for pathway or Multi-Use Path as part of bridge (42 comments)</p>	<p>Stakeholders felt it was important to add a multi-use path to the bridge. Some described it as being an important addition to Calgary’s bike and pedestrian pathway connections. Some stakeholders suggested adding a lookout spot on the bridge so</p>

PHASE 2 – BOW RIVER CROSSING	
Theme	Theme description
	pedestrians could stop to take in the views of the river and Prince's Island Park.
Pedestrian experience and safety impacts (39 comments)	Stakeholders expressed concern that the 2 Street station will block access to island for pedestrians and cyclists. Some stakeholders felt disbelief that access to Peace Bridge would be blocked due to pathway impacts. Stakeholders expressed concern that a critical cycling route would be disrupted by impacts to the pathway system.
General support (36 comments)	This theme consists of comments showing general support toward the proposed design. Some stakeholders showed preference to a bridge over tunneling. Other stakeholders showed understanding of needing to find a plan that was affordable.
Community well-being and mental health negatively impacted (36 comments)	Stakeholders expressed frustration and feelings that the communities of Chinatown and Eau Claire were being treated unfairly. Some stakeholders expressed concern that a surface level alignment and station would create further division between Eau Claire and Chinatown. Stakeholders shared their belief that this alignment would negatively affect community well-being including the mental health of residents and their children. Some stakeholders shared their belief that the Chinatown community is not being treated with respect.
Negative impacts to traffic (33 comments)	Stakeholders gave feedback that 2 Street SW is already congested with traffic and that it would become worse with a train and station there. Stakeholders expressed concern over having reduced traffic adjacent to large residential parkades. Some stakeholders explained that there will be increased conflict between traffic and people due to the proximity of the station to the road.
Crime and safety concerns (32 comments)	Stakeholders shared concern that a station near Eau Claire would bring crime, litter and violence to the area. Some stakeholders shared concern that children living in the area will be exposed to crime and social disruption. There were feelings of worry that bad behavior will become more prevalent in the area and that stations will become a gathering place for criminals.
Issues related to Waterfront condos (32 comments)	Owners of units in Waterfront towers expressed strong feelings of anger, frustration and devastation. Some owners expressed sadness that the quiet, peaceful home they had planned for would be ruined by noise. Other stakeholders expressed fear and frustration that their investment will lose value due to the proximity of the train. Some stakeholders had concerns and questions related to building logistics such as waste removal and parking.

PHASE 2 – BOW RIVER CROSSING	
Theme	Theme description
Issues and ideas related to businesses, revitalization and future development (29 comments)	Some stakeholders had questions about the future of Eau Claire Market and how it related to the Green Line. Some stakeholders had ideas for future development opportunities such as integrating the Green Line into future development. Some stakeholders felt that the design should intentionally focus on trying to revitalize the area. Some stakeholders suggested opportunities for tourism.
Construction Impacts (10 comments)	Some stakeholders expressed concern of additional impacts to the area during construction.
Impacts to parking (7 comments)	Some stakeholders shared concern over impacts to parking.
Desire to get the Green Line built faster (5 comments)	Some stakeholders expressed a desire to limit further delays and to try to get the Green Line built faster.
Other (60 comments)	This theme captures outlying comments for the project team to review. Some include comments related to flood issues, impact on trout, frustration with Councilors, and a preference for BRT.

Downtown

Phase 1 and Phase 2 Observations

In both phases, there was a strong desire to either see the alignment underground or for an alternate route. Many concerns were expressed around impacts to quality of life, community and the park. Feedback was also about impacts to the mobility network.

Phase 2 feedback saw an increase of specific impact concerns to existing properties adjacent to the alignment.

PHASE 1 – DOWNTOWN	
Theme	Theme Description
Prefer underground (53 comments)	Comments included: don't make the same mistake of the past, concerned about impact to properties, think long term, underground makes for a better city, better for winters, quieter, better for traffic.
Concern on impacts to existing properties (44 comments)	Feedback referred to ruining communities and cutting off access. It also spoke to further declining economy downtown and being bad for business. Comments mentioned causing congestion, noise, vibration and being bad for quality of life.

PHASE 1 – DOWNTOWN	
Theme	Theme Description
Proposals for alternate alignments (36 comments)	Comments about going further east using 1 Street SW, Centre Street or 1 Street SE. Suggestions for different connections to the red and blue lines including Victoria Park station, station under City Hall and Sunnyside station. There were also comments about using Centre Street bridge or other existing crossings.
Concerns about impacts to park (33 comments)	Comments were about concerns on impact to wildlife, wetlands and the environment. Feeling that this park needs to be preserved as a get away from the urban environment. Wanting to keep peace, green space, a place to take your children and space for leisure activities.
Impacts to mobility network (16 comments)	Concerns about congestion and going through a busy pedestrian area. Feedback about safety for drivers, riders and pedestrians being challenged with the alignment. Others felt that at surface made it more accessible.
Noise concerns (13 comments)	Feedback was around the noise from the train having a negative impact on residents in particular. Noise was also a concern for the park.
Redevelopment (13 comments)	There were comments about the positive redevelopment opportunity for Eau Claire area. There were also comments that this alignment would make redevelopment challenging.
Property values, downtown vibrancy (12 comments)	Concerns were expressed about property values being negatively impacted and increased difficulty renting properties. There were also comments that this alignment will be bad for business both during construction and after completion.
Integrate LRT with adjacent development / public realm (10 comments)	Concerns about there being enough space to have a good public realm. Opportunities were seen for integration with Eau Claire and Waterfront. A desire to have 2 Street brought up to complete streets standard. Looking for multiple entrances to stations.
Too expensive / wait to build (9 comments)	Comments around it being too expensive for what is being built and that the economy is not good enough to do this right now. There was also feedback about waiting until there was budget to build it underground.
Other (9 comments)	Questions were submitted around how this addresses the geotechnical issue, how this will work with floods, why downtown will be constrained for those in the suburbs, and why this would go south. Comments made about shadowing, crime and ensuring connections between lines are made clear.
General agreement (7 comments)	Comments about this alignment improving transit capacity into downtown, liking the shallower stations better and the minimal disruption to traffic.
General disagreement (5 comments)	Comments include being against the train, being against a surface alignment, and not needing a station at Eau Claire.
Support continued vibrancy of activities (4 comments)	Feedback about the importance of social, cultural and community activities in this area.

PHASE 2 – DOWNTOWN	
Theme	Theme description
Proposals for different design or routing (79 comments)	Comments received included suggestions for BRT instead of LRT, moving the alignment east, getting to the airport, stopping the alignment downtown, shifting different pieces back underground or not having a station at Eau Claire.
Quality of life impacts (74 comments)	Feedback was around the loss of privacy, increased noise and vibration impacts, loss of views, creation of division between communities (Eau Claire and Chinatown), mental health issues, and lack of safety.
Community impacts (65 comments)	Comments made around safety issues, increased crime around the station, loitering and littering, losing River Run, proximity to station, divisive to community, challenges getting around, less access to parking, loss of privacy, and increased noise and vibration.
Park impacts (60 comments)	Concerns were expressed about negative impacts to wildlife, wetlands, natural area, appeal to park goers and tourists, views, quiet and social events.
Noise and/or vibration concern (39 comments)	Feedback on the impacts of train noise and vibration on the ability to sleep, decrease in mental health, having no place to go for peace, and the impacts on children.
Prefer underground (35 comments)	Comments included the desire to save River Run condos, to save the park, to have better mobility, to keep the original alignment that had extensive consultation, to look at how to make underground cheaper, the feeling that it is better for residents, and the view that it is a better long-term choice.
Traffic impacted (34 comments)	Concerns were expressed about increased congestion, a greater number of accidents, less access to businesses and residences, reduced connectivity, and increased short cutting in community.
Property impacts (28 comments)	Feedback included concerns around loss of property value, impacts of loss of River Run property, losing views, and less attractiveness of property to renters.
Engage process concerns (27 comments)	There were comments around it seeming like biased information, didn't feel like anyone was listening, the process seemed rushed, there was not enough information (or enough details), and it felt like the decision had already been made.
Pedestrian safety (25 comments)	Comments about concerns around conflicts with pedestrians and the train, unsafe crossings, too many modes on 2 nd , potential for increased accidents and safety at station.

PHASE 2 – DOWNTOWN	
Theme	Theme description
Cost / Budget / Economy (20 comments)	Concerns around cheaper not necessarily being better, economy, not enough money, not right time, running out of money.
Wait & do it properly (15 comments)	Feedback included build in stages, request more money, do the north section later, and wait until there is enough money for the tunnel.
Business impacts (14 comments)	Concerns on access impacts to businesses, impacts on renters, and the feeling it would make redevelopment difficult.
Parking impacts (13 comments)	Comments on parkade access, the loss of parking, and impacts on local business.
Limits vehicle and services access to Waterfront (12 comments)	Concerns about garbage collection, utility access, emergency access, taxis, and moving trucks.
Bike routes impacted (6 comments)	Comments on concerns for safety, fear of bikes pushed onto sidewalks, and a suggestion to put in bike lane.
2 Street too narrow for train (6 comments)	Concerned that there is not enough space to accommodate a train along with the other modes of transportation.
Construction Disruption (5 comments)	Feedback on noise, dust, length of time construction will last, and the impacts on the park.

Beltline

Phase 1 and 2 Observations

In both phases, there were more comments of support for this alignment than those that were not. There were also comments around limiting impacts to the mobility network. There were also comments and ideas for improving the public realm and for station design.

Phase 2 had more comments around safety and security. It also included feedback on the Centre Street portion of the alignment.

PHASE 1 – BELTLINE	
Theme	Theme description
Alignment changes and opportunities (7 comments)	Stakeholders shared a variety of alternative alignment ideas for the project team to consider. Comments generally revolved around shortening walking distances and increasing accessibility for different populations.
General support of the updated Stage 1 alignment (7 comments)	Stakeholders shared general approval of the alignment as presented. Comments showed approval of the underground alignment and support for future development.
Support Rivers District Master Plan and Event Centre (7 comments)	Stakeholders shared approval of having a station close to the future Event Centre. Some stakeholders emphasized the importance of the connection between the station and Event Centre. One comment identified plans for a future park along the CP tracks in the Rivers District Master Plan and requested that the portal entrance not interfere with this plan.
Minimize impacts to the mobility network (6 comments)	Stakeholders showed approval of vehicle, pedestrian and cycling routes being maintained with the proposed alignment. Comments regarding specific properties were also shared for the project team to consider.
Integrate stations with existing properties and future developments (6 comments)	Participants expressed a desire to keep stations as close to existing transit lines and stations as possible. Stakeholders also encouraged integration with and support of future Transit Oriented Development.
Making important transit connections (5 comments)	Stakeholders expressed support for keeping the line in close walking distance to residential populations, existing transit connections and the Stampede grounds. Some shared other alternatives for the project team to consider.
Cost and budget (3 comments)	Some stakeholders questioned the need for an expensive underground alignment in the Beltline. One comment shared that the shallower tunnel should help to reduce costs.
Minimize impacts to existing properties (2 comments)	Questions about what impact the shallow tunnel would have on Lewis Lofts building and how a shallow tunnel/portal at Victoria bus depot would affect any future underpass under the CPR tracks at 6 Street SE.
Other (10 comments)	Stakeholders shared a variety of other comments for consideration by the project team.

PHASE 2 – BELTLINE	
Theme	Theme description
Support for proposed alignment (18 comments)	Stakeholders expressed a general support for the Beltline alignment. Positive attributes shared include having a train in the Beltline, keeping the alignment underground, support for 11 Avenue, and having grade separation at Macleod Trail. Participants also like the connection to the Event Centre as well as the potential for redevelopment in the area.
Station preferences and ideas (17 comments)	Some participants expressed confusion over station names, or desire for alternative station names. Other comments included suggestions for slight station changes; the most common were suggestions to have a station as close as possible to 1 Street SW as well as integrating well with the event centre and future development on Remington land.
Specific mobility issues (16 comments)	Comments highlighted various improvement areas for the project team to consider. The most common related to access between Beltline and Inglewood and Ramsay. Others mentioned cycling, underpass, sidewalk and traffic issues to consider.
Ideas for the project team (14 comments)	This theme consists of other ideas for the project team to consider. There are not consistent sub-themes within.
Centre Street N comments (11 comments)	Some stakeholders commented on the Centre St N alignment within this focus area's feedback section. The most frequent comments expressed concern over impacts to traffic as well as desire for a 9 Avenue N station.
Does not support alignment (10 comments)	The most common comments expressed a belief that tunneling in the Beltline is unnecessary. Other comments include a preference for 12 Avenue, a desire to stop at Eau Claire until we can tunnel under the river, and highlighting a missed connection opportunity between Red Line and Green Line.
Safety and security (10 comments)	Stakeholders expressed crime and safety concerns in underground stations. Westbrook station is described as comparable though concern was expressed that in the Beltline the concerns could be greater. Some participants highlighted the need for safety measures dealing with large crowds from the Event Centre, and others highlighted pedestrian and cyclist safety.
Events Centre and 4 St station (10 comments)	Stakeholders highlighted the importance of integration with the Event Centre and the need for effective crowd management. Some felt an underground station would be beneficial while

PHASE 2 – BELTLINE	
Theme	Theme description
	others felt it would be more advantageous to have a surface station.
Negative impacts during construction (9 comments)	Stakeholders shared various concerns about impacts during construction. Maintaining vehicle and pedestrian mobility is described as important. Some stakeholders highlighted the importance of having a strong business support program. Some comments spoke to specific business impacts and one comment requested that construction be coordinated with Event Centre construction to minimize impacts.
Underground concerns (8 comments)	Stakeholders shared concerns such as noise and vibration, crime and safety, and an underground alignment being unnecessary in the area.
Eau Claire / bridge (7 comments)	Some stakeholders spoke to the river crossing and Eau Claire area in this focus areas feedback tool. Walking and cycling connection opportunities are explained.
Minimize impacts to the mobility network (6 comments)	Comments captured within this theme are typically positive in nature, with some showing support for the alignment and others showing acceptance or understanding.
Specific property impacts (6 comments)	This theme captures comments related to specific properties and unique issues for the project team to consider.
Public realm improvements and considerations (5 comments)	Stakeholders shared suggestions for public realm enhancements including a desire to support increased density.
Issues related to the event centre (5 comments)	Stakeholders shared various issues related to the Event Centre connection for the project team to consider.
Alignment questions / ideas (5 comments)	Stakeholders shared various questions and ideas regarding the alignment for the project team to consider.
Ideas to support businesses (4 comments)	Stakeholders shared ideas to support businesses such as working with businesses and the BIA, and giving advance notice of road closures.
Enhanced station amenities (3 comments)	Stakeholders shared ideas for enhanced station amenities such as multiple entrances and exits, pick-up and drop-off areas and station security.

PHASE 2 – BELTLINE	
Theme	Theme description
Expand underground portion (2 comments)	Some stakeholders expressed a desire to extend the underground portion further east under the Elbow River.
Minimize impacts around river and pathways (2 comments)	Some stakeholders shared the importance of minimizing impacts around the river and pathways.
Ramsay (2 comments)	Some stakeholders highlighted the importance of the connection to Ramsay.
Focus on long-term decisions (1 comment)	One stakeholder stated the importance of prioritizing long-term benefit over short-term financial constraints.
North Calgary (1 comment)	One participant commented on the needs of residents in north Calgary.
Other (9 comments)	This theme captures outlying comments for the project team to review. Some include reference to zone fares, area redevelopment, and other project ideas.

North BRT

Phase 1 and 2 Observations

Phase 1 had more comments around the need to improve transit service in the north and feedback around transit concerns. There was also more feedback around impacts to traffic.

Phase 2 included both comments that BRT was better than LRT and then the reverse that LRT is better than BRT. There were also more comments around wanting dedicated lanes for the BRT.

PHASE 1 – NORTH BRT	
Theme	Theme description
Need to improve transit service in the North, including dedicated bus lanes and other ideas (32 comments)	Stakeholders emphasized the importance of improving bus service in the north. Many comments stated that the only way to truly improve service would be to have dedicated bus lanes, often referencing MAX on 17 Avenue and 14 Street as examples. Other ideas include building stations that will eventually be Green Line stations, adding queue jumps for buses and altering the bus trap at Beddington to allow more buses through. Some participants supported improving bus stop shelters while others stated that it would not be enough of an improvement when the real issue is capacity.



PHASE 1 – NORTH BRT	
Theme	Theme description
General concerns with transit in North (16 comments)	Stakeholders stressed the need for improved service in the north and shared a variety of specific issues and potential improvements. Route 116 was most frequently mentioned as having issues and needing to extend the hours of frequent service; a general request for extended peak hours was also stated. Other specific concerns were shared and have been forwarded to Calgary Transit for consideration.
Impacts to traffic (12 comments)	Participants expressed concern over reducing traffic lanes on Centre Street citing congestion issues, accidents blocking lanes and having to slow down for buses as current and potential problems. Some stakeholders supported bus only lanes while others did not.
Preference for a 9 Avenue Stop (7 comments)	Stakeholders expressed a desire for a 9 Avenue station stating that it would be good for students, community members and businesses in Crescent Heights.
Build LRT further north/Start at North Pointe (7 comments)	Stakeholders expressed a desire to get further north faster; some suggested starting in the north instead of south. Some stakeholders questioned why the project should go to 16 Avenue N now if that's as far as it can go. Stakeholders requested further extensions north including a connection to the airport.
In Support of North BRT (5 comments)	Stakeholders described enhanced BRT as a good interim solution until LRT can be built.
Preference for BRT over LRT in the north (5 comments)	Some stakeholders showed a preference for BRT over LRT citing it as more affordable and a more flexible service.
Comments regarding underground alignment (5 comments)	Stakeholders expressed a preference for underground alignment either along Centre St or for an underground station at 16 Avenue N. One comment suggested underground stations would be scary due to crime and drug use.
South BRT North LRT (2 comments)	Some stakeholders suggested BRT should be implemented in the South so that LRT can be built in the North first.
Other (18 comments)	Stakeholders shared a variety of other comments for consideration by the project team.

PHASE 2 – NORTH BRT	
Theme	Theme description
Prefer BRT over LRT (12 comments)	Stakeholders expressed preference for BRT in the north. Some shared that it would be faster or more cost-effective than LRT. Some comments suggested dedicated bus lanes would offer the same service as LRT.
Dedicated bus lanes to improve efficiency (10 comments)	Stakeholders expressed the opinion that dedicated bus lanes are necessary to improve bus transit service. Some stated that without dedicated bus lanes it would not truly be a BRT.
Prefer LRT over BRT (8 comments)	Stakeholders described a preference for LRT over BRT. Noise of buses and lack of comfort is described as issues with bus service. Some stakeholders shared concern that a temporary BRT solution will become permanent and reduce likelihood of LRT being built.
General support (6 comments)	Some participants generally supported the idea of improving bus service in the north. They shared that it would help to get vehicles off the road and be a good interim solution until LRT can be built.
Idea for other Transit improvements (5 comments)	Stakeholders shared ideas such as making a connection to the airport, adding a bus connection at 52 Street, using electric buses, and adding express stops at work destinations.
Comments and ideas related to cost (4 comments)	Stakeholders shared concerns and ideas such as making revenue off ads or architecture, reducing costs by building BRT and starting Green Line in the north.
General project comments (4 comments)	Some comments were general statements about the Green Line, referencing cost overruns, issues with underground trains and concern of project delays.
Improvements to pedestrian realm (4 comments)	Stakeholders suggested public realm improvements including tree canopy, a “museum of art” along stops, and beautiful stations.
Ideas for resolving expected issues (3 comments)	Stakeholders warned of expected issues including underestimating ridership, impacts of lost parking, and efficiently crossing 16 Avenue N.
Negative impact to drivers (3 comments)	Stakeholders expressed concern for lost driving lanes, population growth and future driving needs and loss of parking.
Preferences for a different stage 1 (3 comments)	Stakeholders suggested alternative Stage 1 including starting in the North or delaying the project until the full line can be built.

PHASE 2 – NORTH BRT	
Theme	Theme description
Not supportive of expanding BRT (2 comments)	Some stakeholders were not supportive of expanding BRT suggesting that money could be better used elsewhere in the project.
Ideas for improving traffic flow (2 comments)	Some stakeholders shared ideas to improve traffic flow such as opening the Beddington Trail bus trap and making Centre Street and Edmonton Trail one ways (opposite directions).
Current issue affecting bus service (1 comment)	One stakeholder identified a current issue with buses being delayed at McKnight.
Design issue (1 comment)	One stakeholder expressed concern that there may be issues with houses that have driveways facing Centre Street.
Adding heated shelters (1 comment)	One comment supported the idea of adding heated bus shelters.

Other / General Comments

Phase 1 and Phase 2 Observations

In both phases, there were many comments around preferring the alignment to be underground. They also both included concerns around engagement and project process.

Phase 1 had more concerns related to Prince's Island Park.

Phase 2 included more comments around concerns for traffic and pedestrian impacts.

PHASE 1 – OTHER/GENERAL COMMENTS	
Theme	Theme Description
No at-grade trains (45 comments)	Stakeholders indicated that the impacts of a surface running alignment on Centre Street N south of 16 Avenue N were too great, especially regarding traffic. Stakeholders were concerned that a surface running alignment on Centre Street N would have similar impacts to the C-Train along 36 Street NE. Stakeholders indicated a preference for an underground alignment. Stakeholders were concerned by impacts to properties along 2 Street SE.
Do it right - not cheap / wait to build N until can tunnel	Stakeholders suggested that the proposed alignment be shortened or put on hold until sufficient funding was available for building what was included in the previously approved

PHASE 1 – OTHER/GENERAL COMMENTS	
Theme	Theme Description
(41 comments)	alignment. Stakeholders indicated the cost savings of the proposed alignment did not justify the impacts. Stakeholders felt that the proposed alignment was shortsighted, and that the project should be built with long-term impacts in mind.
Impacts to Prince's Island Park (36 comments)	Stakeholders indicated the proposed bridge would have a significant negative impact on both Prince's Island Park and its users. Stakeholders were concerned regarding impacts to wildlife and natural areas of Prince's Island Park.
Engagement / project management concern (34 comments)	Stakeholders were disappointed by the change from the previously approved alignment, which had included extensive public consultation. Stakeholders wanted more detailed information and further consultation given the magnitude of the change between the previously approved and current proposed alignments. Stakeholders took issue with some of the questions and character restrictions on the Engage Portal.
Ridership levels (19 comments)	Stakeholders indicated that ridership north of the Bow River would mostly come from north of 16 Avenue and suggested that Green Line should either prioritize the north alignment or wait to cross the Bow River until the Green Line can extend further north. Stakeholders indicated that the south alignment should extend further south to the larger community stations.
Ensure pedestrian safety/accessibility/public realm (17 comments)	Stakeholders indicated that safe pedestrian crossings along Centre Street N and in the Eau Claire area are important, with some expressing concern that the proposed alignment would make both areas less safe. Stakeholders were interested in the proposed bridge including pedestrian and cyclist connections.
Negative impacts to traffic / will increase congestion (17 comments)	Stakeholders were concerned regarding increased congestion along Centre Street N and 2 Street SW because of the proposed alignment. Stakeholders were interested in limiting cut-through traffic in communities adjacent to Centre Street N.
Want MAX or other BRT options (instead of LRT) (16 comments)	Stakeholders asked for improved BRT service for north-central communities. Stakeholders suggested using BRT instead of LRT for the southeast leg of Green Line.
Too expensive / money better spent elsewhere (14 comments)	Stakeholders indicated that costs, as well as possible cost overruns are too high, especially given Calgary's current economic situation. Stakeholders were concerned that the City would not make back the operating costs of Green line.
Need to minimize noise impact from train (13 comments)	Stakeholders were concerned regarding increased noise caused by the Green Line, especially along 2 Street S.W. and over Prince's Island Park.
9 Avenue N Stop, other stops (12 comments)	Stakeholders expressed an interest in adding a station at Centre Street and 9 Avenue N.

PHASE 2 – OTHER/GENERAL COMMENTS	
Theme	Theme description
<p>No surface on Centre (178 comments)</p>	<p>Stakeholders did not support a surface running alignment on Centre Street N, many indicating that they would prefer an underground alignment from the Bow River to 16 Avenue N.</p>
<p>Traffic Impacts (141 comments)</p>	<p>Stakeholders indicated that Centre Street N is a primary traffic corridor, and the loss of two traffic lanes would have a significant impact. Stakeholders were concerned about being able to access their communities adjacent to Centre Street N with the reduced travel lanes and turn restrictions. Stakeholders were concerned about cut-through traffic in Crescent Heights. Stakeholders were concerned about impacts to traffic on adjacent roadways such as Edmonton Trail and 10 Street N due to the reduction of lanes on Centre Street N. Stakeholders were concerned regarding traffic impacts of an accident in one of the traffic lanes on Centre Street N and how access for emergency vehicles would be impacted as a result.</p>
<p>Safety (81 comments)</p>	<p>Stakeholders were concerned about pedestrian safety with a surface running train on Centre Street N, both in middle and side running configurations. Stakeholders were worried about safety around station areas on Centre Street N as well as in the Beltline. Stakeholders expressed concern regarding how emergency vehicles would be impacted by a reduction of lanes on Centre Street N. Stakeholders were concerned regarding safety and vandalism for surrounding station areas. Stakeholders were concerned regarding the potential for increased accidents between trains and vehicles along Centre Street N. Stakeholders asked that pedestrian islands (pork chops) at the corner of 16 Avenue and Centre Street N. remain, as they allow for greater pedestrian safety when crossing.</p>
<p>Wait and Do It Properly (55 comments)</p>	<p>Stakeholders suggested waiting until Calgary's economy improves before building the Green Line. Stakeholders indicated that it would be better to wait until there was budget available to build underground. Stakeholders asked that the alignment north of the river not be built until sufficient funding was available to build the full north alignment. Stakeholders suggested approaching funding partners to explore further funding for the previously approved alignment.</p>
<p>Pedestrian Realm</p>	<p>Stakeholders indicated that a surface alignment in Eau Claire and on Centre Street N would have a negative impact on the quality of the streetscape. Stakeholders indicated that Centre Street N. is not well</p>

PHASE 2 – OTHER/GENERAL COMMENTS	
Theme	Theme description
(53 comments)	suited to be a pedestrian destination, with some indicating that Edmonton Trail would be a better choice. Stakeholders indicated that pedestrian realm improvements on Centre Street N could occur independent of Green Line. Stakeholders were concerned that an improved streetscape on Centre Street N would encourage loitering by people who do not live in the community. Stakeholders indicated people would not want to visit Centre Street N due to the disruption of trains passing.
Engagement Concerns (53 comments)	Stakeholders felt like decisions had already been made, and that input through the current engagement process would not have an impact. Stakeholder expressed frustration that the proposed alignment did not honor the previous engagement done on the project. Stakeholders indicated they needed more time to fully evaluate and comment on the proposed alignment. Stakeholders asked why there were not renders showing the proposed alignment in the winter. Stakeholders accused the project team of only listening to feedback they wanted to hear. Stakeholders expressed concern that special interest groups were deliberately skewing the results on the Engage Portal.
Alternate Alignment (51 comments)	Stakeholders made a variety of suggestions of changes to the proposed alignment, including: connecting with the airport, connecting with the existing Red and Blue lines, running along Nose Creek, going as far south as possible and terminating downtown, using existing bridges to cross the Bow River, using a bridge to cross the Bow River followed by a shallow tunnel under Centre Street N., using an elevated alignment and having one station near 12 Avenue N. instead of one at 16 Avenue N. and a second at 9 Avenue N.
Business Impacts (32 comments)	Stakeholders were concerned that businesses along Centre Street N. may go out of business during construction, citing the 17 Avenue SW Reconstruction Project as an example. Stakeholders, including business owners, were concerned regarding loss of parking for businesses, as well as reduced access due to fewer vehicle lanes. Stakeholders expressed interest in a support program for businesses during construction, with examples being direct compensation or property tax breaks. Stakeholders indicated that a surface running alignment, especially in combination with a 9 Avenue N. station, would benefit businesses. Stakeholders cited 7 Avenue S. in the downtown core as an example of how surface running LRTs do not support street level business.

Citizens' View Panel Survey

Citizens' View is an online panel that encourages citizens to participate in shaping City of Calgary programs and services through surveys, discussions and engagement activities.

An online survey on Green Line LRT Stage 1 was conducted with Citizens' View panelists on February 20, 2020. The survey was sent out to 2,818 panelists. 1,131 panelists completed the survey by March 1, 2020.

When asked about the opportunities for the updated Stage 1 alignment, the most frequently chosen answer was cost savings (31%) with the second most frequently chosen answer being none/do not support (24%).

When asked about the challenges for the updated Stage 1 alignment, the most frequently chosen answer was disruptions to traffic/pedestrians (30%) and the second most frequently chosen answer was prefer underground (14%).

For the focus areas, the priorities were the following:

- Centre Street – Not interrupting key vehicular traffic routes (58%) and improving pedestrian access (53%)
- Bow River Crossing – Minimizing impact on the river pathway experience (57%), cost savings for future expansion of the Green Line (54%) and not interrupting key vehicular traffic routes (54%)
- Downtown - Not interrupting key vehicular traffic routes (57%), improving pedestrian access (54%) and minimizing impact on the river pathway experience
- Beltline - Not interrupting key vehicular traffic routes (56%) and improving pedestrian access (52%)

For the project overall, the priorities were the following:

- Maximizing connectivity to other transit (73%)
- Maximizing safety for pedestrians, vehicles and transit users (73%)
- Ensuring the project stays on budget (57%)

The complete survey results can be found in the appendices.

Next Steps

The Green Line Committee is meeting June 1, 2020 and will be making a recommendation to Council on whether to approve administration's recommendation of the updated Green Line Stage 1 alignment. Council will make their decision on June 15, 2020.

List of Appendices

- A. Verbatim Comments January 29 – March 3, 2020
- B. Citizens' View Panel Report on Green Line Updated Alignment Survey
- C. Verbatim Comment March 4 – April 30, 2020
- D. Feedback Received Via 311
- E. Feedback Received Via Greenline@calgary.ca

**What We Heard Report
Appendix A
Verbatim Comments (January 29 – March 3, 2020)**

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For each of the focus areas (Centre Street, Bow River Crossing, Downtown, Beltline and North BRT Improvements), the following question was asked: What do you see as the opportunities and challenges with the updated alignment?

The verbatim responses of what we received through online and in-person feedback is listed below for January 29 – March 3. Appendix C contains the verbatim feedback received between March 4 – April 30, 2020.

Centre Street (Online)

Centre Street - Online
What I would love to see is a stop at 9th Ave North. Please don't assume everyone using the LRT is just going downtown.
Please reinstate 9 Ave N station now that the line is street level. Provide cost estimate and consult Crescent Heights.
North side gets no stops because we were getting an expensive tunnel. Now we get no stops and no tunnel. Maybe after okotoks gets the train.

Centre Street - Online
I don't have any problem with the alignment or bridge, but running at-grade on Centre Street would be a disaster at this location.
I think it would be a big mistake not to include the 9th ave north station. It would be an important stop for commuters who have accessibili
I do not want access to my business from downtown or North of 16th ave to be blocked during construction. Parking + access must remain.
Let's get the Crescent Heights station at 9 Ave back in the plans! I was sad to see it go last time round. No cost excuses this time.
Putting the line at grade on Centre St jeopardizes existing communities and bus routes, especially with the lack of stops.
With the elimination of the tunnel on Centre St N, it would be worth reconsidering the 9 St N station. It looks like this would leave just one lane in each direction south of 16th Ave compared to 3 currently with the lane reversal.
This creates the opportunity to add the 9th Ave Station back to the plan after it was removed because of the tunnel depth.
I am really concerned that running the train at grade will be a disaster not only during construction but even when the trains are running.
No station from 16th ave to downtown is garbage. Houses around 16th Ave into tuxedo are going to face horrible traffic issues. This sucks
Turning Centre street into a one lane north one lane south bound road is by far the dumbest idea I have ever seen in my entire life.
This is the worst section of the entire project. Tunnel coming out of the hill along the bow and under cetnre is the only acceptable way.
I'm concerned about the surface line splitting Crescent Heights in 2. How will this be mitigated?
Please reinstate 9 Ave N station if line is street level. Please also provide cost estimate on tunnel vs grade on this section.
Having LRT cross a busy arterial/the Trans Canada Highway at grade will be a traffic nightmare. Better to tunnel here than 11 ave SE.
So where does the traffic go? There are only a few connector roads crossing the river, and seems like this is going to take up lanes.
End stage 1 underground downtown, build a bridge, then back underground below Centre like Edmonton does from the UofA to downtown in future.
At grade will heavily restrict pedestrian mobility It will also introduce a industrial feel to a Main street hurting retail and commercial.
Centre St N south of 16th Avenue is narrow and will be congested as 4th St NW also uses Centre St to go dtown. Not enough room for surface
Better to save money now and do this right (underground center st) in a second stage than do it wrong and restrict mobility for generations
The green line should go to the airport so that we, like most other major city centres, would have our airport connected directly w/ thecore
A train at surface on Centre St south of 16th could cause traffic problems. Please consider an expanded BRT instead a North Green line train
Don't damage PIP; the wetlands are a special urban place. Cheap now, means expensive later. Bad for traffic, wildlife and people. Tunnel pls
I think this is a fantastic plan. No route will make every resident happy, but this plan strikes a great balance. Well done!
Green line should go north and to the airport!! A surface station at 16 and centre = pedestrian accidents and hold up transcanada traffic

Centre Street - Online
Let's not be cheap with our future! A bridge over the Bow will impact precious wildlife habitat and the look of our downtown forever! Sad.
1: Use one of the two existing river crossings over Bow R. 2: elevate through downtown. 3: tunnel below 16th ave
I like the new alignment better. Given the extended timeline please update the 302 route stops to have better shelters...lights heat etc.
A prime place for a TOD is a reinstated 12 Ave N Station, already some density there, as well as vibrant shops and businesses to expand from
How about train crossing on Centre St? No extra ugly and noisy bridge needed!
I worry that running the train up the middle of Centre Street (instead of underground) will result in a traffic disaster like 36th St NE.
36 st NE is a nightmare; I imagine this will be same effect on centre st. I agree w Alicia, aligning on centre then, cross the Bow ON centre
I would like to see a transit system like the one in Vancouver BC. The Sky-train makes a lot more sense and takes up a lot less space.
Building on surface will create a nightmare on centre. Go u/g and plan this for the future.
No one in north Calgary will use the LRT until at least 2030 when it reaches north Calgary. Restricting traffic is a big no no.
Why would you restrict traffic into downtown for a project that wont be used? Bus breaks down no northbound traffic today! awful idea.
You want to reduce traffic on the only major entrance into/out-of downtown for a project that won't be in service for 10 years? AWFUL idea.
Why would you put the project on Centre street in downtown? How would you even move the train to the underground portion. Not thought throug
Who cares about the park, save money and build a bridge, just don't put the LRT on centre street, put it below centre street.
The same challenges faced on 36 St NE will be faced on Centre St - increased vehicle delay, poor pedestrian & cycling connections
A lower speed at grade train that is incorporated into the surrounding community is essential. A station at 9 Ave N should be included.
The station spacing seems too long from 2 Ave SW to 16 Ave NW
I'm worried about a level crossing at 16 Ave. Keep the station around 13 Ave to allow for a tunnel under 16 Ave & connections to Max Orange
Centre St is a car sewer south of 16 Ave. LRT plus public realm improvements could make it into a nice corridor like 10th St SW.
-Add 9 Ave station back into plan -Low-speed train that stops at every intersection - lights to allow ped and vehicle crossing -Quiet
Why rehash the idea of the Train running underground between Centre Street and the Bluff? It was arrived at with EXTENSIVE consultations!!!
Turning Centre Street, the only gateway to Calgary downtown from the Trans-Canada Highway into narrow roadways will be a disaster for all.
Examples abound of what happens when LRT is run on surface in busy residential areas and road crossings.. 25th Av & McLeod; 36th Street NE;
Ask Edmontonians about their surface run LRT experience in the downtown core? What have we learned for LRT on 7 Avenue corridor @ downtown?

Centre Street - Online
Crossing 16th Avenue, Trans Canada Highway at grade? That's a disaster for traffic, and human interactions, waiting to happen, everyday!
On top of that, you are going to build a BRT sharing Centre Street to 144 Avenue North? At the same time? How is all of this going to fit?
How will turning an already busy Centre Street into a surface LRT artery, bisecting Crescent Heights, hindering traffic circulation, scaring
pedestrians, disrupting current and future developments, permanently changing the gateway to Calgary downtown affecting residents&businesses
The Green Line needs to stop downtown, for now. Calgary compromised on the NE Blue-Line for cost, and we now deeply regret the design.
You have a tunnel opening next to the confluence of the Bow and Elbow river, have we learned nothing from the 2013 flood?
Opportunity: Increasing Centre Street vibrancy and multi-modal mobility options with (hopefully) new cycle tracks and widened sidewalks.
With the green line at surface level on Centre St please add the 9th St N station to benefit Crescent Heights residents & businesses.
The train travelling at-grade will reduce capacity of centre street for cars. This is terrible for commuters from the north-central region.
Look at surface LRT on 36 st NE - a disaster, traffic, pedestrian risks, eye sore. Do it properly or we will regret it.
You can't only have one station between the south side of the river and 16 ave NW, there is no benefit to Crescent Heights area !
Tunnel it under centre street, especially at 16th ave. It will ruin 16th ave traffic if its surface
Centre Street is already a very busy stretch of road from the core all the way to Mcknight. this will make it worse.
The Greenline should be cancelled. Downtown has a 30 percent commercial vacancy currently evaluating conversion to residential rental option
Looks good
Centre street is already super congested. This will just make it worse.
More reasonable costs. Seems like less convoluted construction. Easier access to stations closer to surface downtown.
Keep it underground, if 36 ave train is any indication of what 16 ave would be like - dont do it.
Having the line on the surface at Centre street will destroy already poor traffic flow and create a divide in the community.
street level C-train cause disruption and risks are high especially with a high school close by. Build under or over but not at grade
Max route needs 15 minute all day frequency to work along congested Centre St. Concessions must be made to keep the plan in budget.
Is there an opportunity to place a station at/near 9 Ave SW? Would be near the high school and area businesses. Would the road be widened?
Centre street simply does not have the free capacity to allow a lane being lost. It is evident from the fact that it has lane reversal.
Crossing Centre Street south of 16 Ave. In Toronto, the stations are aligned with the crosswalks which works quite well.
Where the bridge enters the middle of centre st will add further congestion in the mornings, moving unwanted volume to Edmonton Tr & 10th St

Centre Street - Online
Lay waste to commercial zone West side of Centre St. It will remove unwanted vape shops and Corona virus hotspots
This will probably upset some people, but I think it's the best option for Centre street given the constraints.
Defer North of Bow River until funds are available to tunnel. Tollgates to Cochrane, Airdrie, Chestermere and Okotoks
The green line should end downtown. Having the BRT and the Green line on Centre St south of 16 Ave will add to congestion, not reduce it.
At grade crossing of 16th Ave N will impact west bound emergency vehicles accessing Foothills. There will be blood on your hands
At surface south of 16th will be a disaster. Already too congested. Can't afford to lose a lane to LRT. Put above grade or u/g to river.
Hold off on North of the bow until funds for a tunnel are available. Centre and 16th Ave is already a nightmare, this exacerbates the issue
If we're losing the tunnel on centre it makes sense to bring back the 9th ave stop. wouldn't be hard to do and would add a lot of value!
Centre St need to terminate at SAIT or Bridgeland. This connects riders to MAX Orange E/W and to downtown so can build way more of the line
Cutting lanes along a busy street+adding a crossing across TC highway is madness. We need a cost+impact assessment for at-grade vs tunnel.
If at-grade is back on the table, then so should the 9ave station.
The issue/cost with the river. Why not run the LRT in the open area that I thought was designated for transit on the west side of deerfoot?
If 9ave station is reinstated,the 16ave station should be moved north of TC, distributing transit access among North Hill Communities fairly
Why dont we do what vancouver has done & go over roads? This tunnel is a silly idea and waste of money. The whole LRT is a waste. Add buses
My suggestion is not able to fit in the short space you allow . Please send me an email address that I can reply to . Thanks Bill
If the LRT breaks down on Centre st it will disrupt both trains and traffic. Separate the trains from traffic!
With surface alignment North of the river, any and all cost savings should be focused on driving the rail further north initially.
I'm greatly concerned about intersection accidents and fatalities. The line should either be underground (dig and cover) or elevated.
This entire project is far too expensive for taxpayers at \$5 billion. You could purchase 50 Boeing 737 max8 jets for that price tag.
With the elimination of the tunnel, a 9 Ave N station should be re-introduced for consideration.
A 9th Ave N station would be beneficial and is less cost prohibitive with an above ground line. Please reconsider!
My challenge/ concern is limiting access out of Ramsay community and limiting emergency entrance in.
Eliminating the deep stations is important as is reducing the amount of tunnelling required. Both will make the project more affordable.
U left north Calgary in the delay zone again, you don't need to go thru downtown, SE to 16 Ave to CP tracks to north Central people can walk

Centre Street - Online
I think that this is a good investment, but I'm wondering why the north line is being built first? The southeast and east have no lines.
There needs to be a stop around 8/9th ave. As the plan stands, this community will be inconvenienced by the train, but not benefit from it
Added traffic congestion and signals on Centre St. N south of 16th Ave. This is already a congested traffic area.
This goes against the preferred option of residents in this community, and further emphasizes how City Hall does not listen to residents.
No station between 5 - 9 AV N?
There are limited bridges from the north to downtown. centre street south is already congested.
Acquiring property along from 8 - 16th Ave north will be expensive, considering development of Condo's and businesses has been ongoing .
Centre St is critical infrastructure right at the edge of downtown. You cannot repurpose it. A tunnel will add infrastructure ... forever!
Hold off on the River crossing and Centre street alignment until we have enough money to do it properly underground. Ugly flyover-no thanks.
If lanes are reduced to one each way on center street south it will destroy the commercial corridor on both sides!
Going at surface across 16th ave is a terrible idea. It needs to be underground. Reducing Center st to 2 lanes is terrible too.
Do not build this unless it's off surface. Wait to do it properly. I think that traffic will be a nightmare with many pedestrian accidents.
Running at surface along Center St and a bridge over Princes Island Park is a terrible idea. Do it properly underground.
16 Avenue N being an at-grade crossing is a big red flag. The intersection currently as is, is a disaster for traffic during rush hour.
I think it's good that the City would like to increase the number of train-pedestrian collisions on Centre Street.
At grade on Centre Street N makes 9 Avenue N station more financially viable. Still needs to be buried under 16 Avenue N though.
The city should defer this portion of the project and use the Canada Line from Vancouver as a model. A direct automated airport connection.
This change negates years of solicited community input which overwhelming supported the below grade option; no characters left to type more!
The below grade makes sense in the long-run, despite the upfront costs. We cannot have a short-term mentality in this Project.
Please don't make it at-grade and destroy the recreational value provided by Prince's Island and surrounding parks. Stick to the original!
You must NOT run this line up Centre Street. You will destroy our neighbourhoods while adding little value to our residents.
Pt 2. This line is being built for the benefit of suburbanites-build it where you will least impact the daily lives of inner city residents
Pt 3 And to even think of building a crossing over Princes Island is utter foolishness. This is not a good plan and you must reconsider
Pt 4 This is shortsighted in so many ways. Run your BRT up Centre St - much more efficient in so many ways. Stop this now!!
PT 1: I do not understand why we are building a bridge over PIP and going up centre street. this is going to ruin the park ...

Centre Street - Online
PT 2: and disturb traffic flow along centre street to save a few bucks. If the money is not there right now then build the north terminus...
PT3: At Eau Claire and withhold that section until funding is available. Instead of trying to build as much as possible for as cheap...
PT4: as possible build it right and build the rest later on, its the most sensible option that our crackerjack city planners are ignoring...
PT5: Build the project right instead of disturbing multiple communities and thousands of people. use common sense.
Pt 1.This has to be a kamikaze option right? Surely city hall doesn't believe that this was going to be well recieved. Grow some courage and
Pt 2 save what's left of the budget and tell your constituents that it just doesn't make fiscal or logical sense to build north of the bow!
Even the feds might pull their funding after seeing this disaster of a proposal.
Traffic will be greatly affected by the surface train. Green line should not be on Centre street, which is one of the main road to downtown
This is the worst idea and plan going. Citizens of Calgary should not really be surprised with this mess. Nenshi FUBAR yet again.
Surface green line on centre street is a terrible idea. Wait and complete the project when there is enough money to do it properly.
A surface line on Centre Street is not a good idea. We have an opportunity to do something right. We need vision.
Please do not run the green line up Center Street at grade! Postpone this portion until it can be funded properly and done correctly.
No 9th Street surface station! Bring it back!
Work on getting simple turnstile rfid cards first. They exist in every "world class city" worldwide. Should be hard to miss 3 times, right?
Rail can move many more people than vehicles so this at-grade option might not be so terrible after all. But PLEASE no @ grade X-ing @16!
You can't afford new trains on Blue/Red lines. You will now have ground level trains that can only be used on Green line. Seems about right.
Sorry at the present time our city economy is bottoming out. High Property taxes, High Utility Once economy improves I think it has possibli
Building a LRT line at huge expense & then reducing access between downtown & 16th Ave is bad design period. Not cost effective planning.
I'm glad that the line downtown is being kept underground - please don't have at-grade for 16th and center!
A grade train across 16th will slow down traffic significantly. pedestrian crossing already does so, imagine now adding a train. BAD IDEA
The viability of businesses and the pedestrian environment along Centre St is a major challenge. Historically surface transit kills business
Interim map shows buses AND train going up centre. Buses should start north of 16th ave only. 16th ave crossing should be tunnelled.
Why start construction downtown? Makes much more sense to start at north point and move towards downtown. Much higher ridership here
Thousands of residents offsetting the new proposed surface route in an already busy area of the city with traffic during rush hours. Trash.
Centre street is a major corridor into downtown. The at-grade plan will add congestion. It needs to be done properly, which is underground.

Centre Street - Online
I'm a homeowner in Crescent Heights and would like to see the 9th Ave Station reintroduced now that it will be more economical above grade.
A MAX bus would be less disruptive to local businesses and the natural environment.
I think surface alignment on Centre Street is a terrible idea. If you're going to do this, just add more dedicated rapid buses.
Concerns: train to nowhere until the north section is built; creating a transportation canyon on centre street;
Concern for ability to cross centre street on foot or in vehicle. Concern with noise, construction, shortcutting. The list goes on and on.
Doing the green line properly is becoming far too costly in our current economic environment. This whole project should be put on hold.
Worried there is not enough road width to fit LRT, station platform, auto travel lanes and a wide comfortable sidewalk with lots of trees.
If using street surface to get North of the river now, might as well truly transform Centre Street. Use the Centre ST Bridge and extend line
Use Centre ST Bridge for LRT and an underground 16 AVE Stn will allow vehicle traffic to adjust to reduced lanes on bridge, and to the North
Do not run the green line at grade up center street. Wait until proper funding is secured to complete the project properly.
Who puts a transit station in the middle of the road? Move the green line to the far right northbound, and far left on centre.
Stop pretending like we are some city in Europe. Having a transit station in the middle of the road is just asking for problems.
Why is it even acceptable that a train run on grade level, that too on a busy street? Was the planning for 36 st NE not bad enough?
I hate the idea of having a train over PIP. Either go over the Centre St. Bridge, or wait for enough funding for a tunnel under the river.
Big mistake to dig up downtown streets with current economic situation. We are having a hard enough time
hurting those you are trying to help: tearing through downtown and parks to get as far as 16th Ave - Outrageous - stop at the city
An underfunded train on a budget? What could possibly go wrong?
This is permanent!! This is our ONE shot to do it right and for years the citizens were consulted and voted...now this? Disaster.
Not what was promised. Not what we voted for. Do the south portion that we can afford first! City and north once actually budgeted.
Run LRT down west side of Centre Street. Leave 2 traffic lanes that can switch one-way for rush hour either way. So LRT-LRT-car-car.
Why is the alignment is different in Victoria Park? Both options are tunnels... BRT is bad. Train or don't bother (eg: Ottawa BRT to LRT)
Already very busy corridor exiting the downtown. LRT would get in the way. 17av construction comparison. Changing the plan now is not cool.
Shelve Centre St leg until funding available to do it correctly. Do it right or not at all. Learn from your past mistakes. Pay it forward.
Don't like putting a bridge over princes island park. Will be an eyesore. On the other side don't want to see property loss in neighborhood
Wait to do the Centre St leg properly. Don't ruin Prince's Island Park and Crescent Heights. One lane N/S on Centre is absurd.

Centre Street - Online
Running at grade on Centre street is a wonderful way to continue this city's tradition of picking the worst possible transit solution.
Cut and cover for downtown, that's going to be a traffic nightmare for years. Could be the final nail In the coffin for dt businesses.
People might not be too thrilled with another bridge crossing the river, especially if it's an eyesore.
Terminate in down town. Build whole north section properly tunnelling under river and Centre St when funds are available.
Don't build a bridge over Prince's Island, it will be bad for the park. Tunnel under Centre St. until at least N of 16 Ave.
Project should maintain the tunneled portion, or wait until funding is available to do the work correctly.
The 16th Ave station should not be at grade level. It should be tunneled or at least trenched like the SW 69th street station.
Scrap the entire south portion use the money to build the entire north portion which would have actual ridership
Concerned the south leg will not have any real ridership for many years
Major disruption to Calgarians from Eau Claire to 16 Ave. N. as construction will cause problems for smooth commuting for residents for year
Cancel the entire thing and use the money to wall off the NE part of the city from the rest of us. Immediate 90% drop in crime!
Please do not put the Greenline at grade across 16th avenue now or in the future. We cannot have centre street turn into 36 street NE.
BOTH > Noise impact assessment (NIA) and Vibration analysis must compile to Alberta Utilities Commission (AUC) along 2nd street/222 riverfro
Cancel the entire thing and save the money to continue to pay bloated union salaries.
Do it right or not at all. SE BRT makes more sense for a long time. Use the savings to tunnel properly from McHugh bluff to past 16 Ave
Who's got stakes in the Shephard Crossing commercial development?
This is a train from nowhere to nowhere. SE BRT = good.
Est. short term cost reduction - what about homes & businesses along this very congested corridor, not to mention the noise & disruption? No
I've used many transit systems across the world, and them being underground is what made them efficient; for the users and non-users.
There should be up front investment into the LRT's future. Shortening the tunnel to save money now will cause permanent congestion on Centre
There currently isn't enough capacity for vehicle traffic on Centre Street. Tunneling under Centre Street was the only option.
Traffic will be worse, negatively impact the neighbourhoods, residences and businesses in the immediate area.
Centre St should be (shallow) underground for better traffic and LRT experience. Delay everything north of downtown until enough \$ for that.
Cancel the downtown/ south side portion start building from north pointe towards downtown and tunnel starting at 64th Avenue
The train "turn around" station will be where on centre street exactly? Short sighted.

Centre Street - Online
Vehicle traffic use on Centre Street is going to suck! But maybe that's OK, I don't use it a lot now.
Deletion of lane reversal from 20th Ave south will significantly impact traffic on Centre, 10th, and Edm. Tr. LRT must remain u/g on Centre
Eliminating a lane of traffic while only running the line to 16th Ave will be a disaster for vehicle traffic and parking in the area.
Vehicle traffic challenges for certain. Centre st N is already too busy during rush hour with lane reversals in effect. @ grade not ideal.
At grade on Centre St will be a disaster for traffic, particularly at 16 Ave. Go overhead or wait until funds available to go underground.
If it's not financially feasible to go underground on Centre Street north past 16th Ave, then don't go ahead with the North portion of line.
Pls hear the less vocal but real north communities. Pls inform the public on feasibility & benefits on a platform accessible to Calgarians.
An at grade crossing across 16th Ave along Center St will be such a nightmare that mothballing the entire project is a better option.
More stations in the inner city. Low floor trains make it easier, and dense infill neighborhoods will encourage walkers.
better connection to streetscape and business. Better connection to pedestrian options.
This newer layout will be cheaper but also a traffic nightmare and an increased danger to pedestrians
short term business disruption
The LRT should run underground from the proposed bridge up to 16th Avenue (north of intersection). This is not the place cut corners!
centre street and bow river crossing is better in the 2017 alignment, but the beltline alignment update is better, esp. with the new arena
Reducing car lanes along Centre Street will reduce noise and make the street safer and more pleasant for pedestrians and benefit businesses.
Straight up Cancel project. There is no trust in city leadership, no engagement on changes in Crescent Heights. Train goes underground to 16
Who came up with the terrible idea of running above-ground LRTs in Calgary's one area of beauty & serenity? The tunnel plan was much better!
A surface line running up Centre street past 16th ave is a poor plan. Traffic on 16th ave will be a nightmare, after it was just upgraded.
Traffic along Centre Street is really congested. Moving the train line to the surface will cause even more headaches and eliminating parking
This form of "engagement" is not sufficient need to re-open discussions with Crescent Hts. Not going under 16 is a terrible idea.
Challenge - More rail at grade = more danger for pedestrians and TRAFFIC. Opportunity - Another pedestrian cross over the Bow River.
Challenge - More rail at grade = more danger for pedestrians and TRAFFIC. Opportunity - Another pedestrian cross over the Bow River.
Grade crossing at 16th will delay trains and cross traffic - no where else does C-train cross a major road. Don't make same mistake as SF!
Don't build the north section until there is funding to do it properly.
A train from Calgary to Edmonton would be a better investment. Perhaps plan ahead to connect the two cities.

Centre Street - Online
Include a Bicycle lane along side this route???
You are cutting off another major artery to get downtown by vehicle - I see no plan to alleviate this there you plan is flawed and will only
With decreased cost it is possible to bring back the 9th Ave Station
Building from downtown to the areas with ridership is dumb. We should be building from ridership areas towards downtown more ridership.
Provides better retail exposure / low floor LRT minimizes curb impact. An additional stop around 10-11 Ave would further boost this.
Must be grade separated at 16th ave! I can live with surface on center but please find a solution to go under (over?) 16th. Be creative
Pedestrian mobility N/S along center and E/W across. Must have safe and numerous crossings.
The crossover of the train on the Bow River will have to be re thought. Ruining Prince's Island is not an option. Follow Memorial Dr E?
See if The Boring Company can keep it underground past 16th Ave N at or under budget.
This is ludicrous. Please please stop while you are ahead. Your new plan is no better than the last
Opportunity to improve the public realm by creating safer pedestrian crossings along Centre Street
Prince's Island Park and wetland will be ruined. Please reconsider. 2nd St entrance to park is extremely popular. Why ruin it?
An additional stop at 7-8 avenue would be helpful, so it's not such a long distance between 16ave and downtown stops
Centre Street is a major busy route. No room for LRT. Traffic all day. UNDERGROUND! Fire any planners that keep changing their minds.
Have you spoken to Calgarians about the bridge over Prince's Island Park? Everyone's really upset that the new plan will kill area activity.
You will ruin the sight line of Prince's Island Park. WHY?!
Why are you ruining Prince's Island Park? People pay a lot to live on 2nd St at Waterfront. Stupid planners!
Why ruin the Park and the wetlands? If you can't do it properly, why do it at all? Incompetent planners!
I paid a lot to live on Waterfront condos on 2nd St. Stupid planners. I don't want a CTrain in my front yard.
To the people complaining about the surface line down center street due to traffic and parking concerns... READ A BOOK (Street Smart)
If you can't do it underground then don't do it at all. Not wise. And why are you ruining the Park. Incompetent!
Big public transit projects are incredible opportunities to re-invent how we move and live in this city- ideally without (or less) cars!!
Hey planners, please do not ruin Prince's Island park. Be smart and creative.
I live on 2nd St right at the entrance to the Park. I don't want a Ctrain in my front yard. I bought the condo because it is peaceful. Arghh
I don't agree with running the green line through or above Prince's Island Park or above ground at 16th Ave. Wait and build it right!

Centre Street - Online
The idea of running a train bridge over an iconic city park should never have even been presented, needs to be re-worked completely.
The best train systems in the world are all UNDERGROUND. Why would YYC a new, modern, evolving city not want this?
We already have two c-train lines that go through downtown. Why not build a line around the city? Maybe on the ring road?
Why are you building a ctrain that runs through the Park? Idiot. It needs to be underground too.
I know my neighbours and I would really appreciate revisiting the 9 ave (or south of that) station now that centre st is above ground
Go back to the original trains. Go from center Street over the island and connect with the original 7 ave line. Save billions
This is prime wetlands area. We paid a lot to restore it after the 2013 flood. Waterfront work JUST finished. Now rip it up? TERRIBLE IDEA.
Horrible idea, please don't.
I'm really concerned the surface grade will remove available lanes for vehicle traffic. I'd be willing to pay more tax to pay for the tunnel
My idea is that this idea is unacceptable.
I don't understand why you are going through Prince's Island Park. Bad idea.
Needs to be underground and please do not destroy Prince's Island Park. What a disgrace if you destroy such a beautiful park.
Another bridge over the Bow River is a terrible idea. Complete eyesore and disruptive to the environment of Princes Island Park
If there's not enough money to build it properly then don't build it. No to grade level on Center St and no to going through Prince's Island
This will ruin an iconic Calgary park, and should not be an option. Please find an alternative solution.
Aren't there enough accidents between Ctrain-cars-people. Underground only. And who came up with the idea of going through Prince's Island?
Surface train will cut Crescent Heights in half, reduce mobility.
Bridge design needs to be iconic
Do not go through Prince's Island Park and destroy the wetlands. Stupid planners!
While the new surface alignment reduces costs, being submerged along Centre St south of 22 Ave would not divide the community as much.
Congratulations!! Running a bridge over the park and right up to children's bedroom windows makes this the dumbest proposal of the decade!!
GL to core ok. Omit centre ST, use current NE up to Nose Creek, new line past Spark to 96 ave over to Centre ST north. Nose Creek to YYC
I would like a station at 9th Ave AND it to be FREE to downtown otherwise I don't see it being used very much or a benefit to Crescent Heigh
Trains, cars and pedestrians don't go well together as per downtown and NE line. There needs to be separation between all.
Surface line and bridge through Princes Island Park is a huge mistake and should never be built.

Centre Street - Online
Running the line over prince's Island Park is a horrible idea. Leave it be and please find a different route.
Running a train up the middle of centre street bisects the neighborhoods and weakens the system. A great city deserves great solutions!
LRT is not a tramway. It is a TRAIN. Do not mix it with the other traffics (pedestrian, car...). And for God's sake do not ruin Bow Valley!
I think it makes sense to have an additional station on Centre Street N before 16 Ave.
Don't run a train through Prince's Island Park! You'll ruin one of the most beautiful public spaces in Calgary.
A surface line and a bridge through one of our major parks is a terrible idea. It will destroy the restoration of the island from the flood.
Surface LRT is fine for the bridge and northern legs up center st. But south of 16th ave really ought to be underground.
Building a surface line along Centre Street will, as councillors need to admit, will mean inevitable pedestrian deaths.
Surface line on Center St not practical. How am I crossing the street? Train through Park even dummer.
Who came up with the idea of a train running through Prince's Island park? Not too smart. Park and wetlands destroyed
Do not run a train through Prince's Island Park!
No surface trains! More accidents and deaths! No to Prince's Island Park! Planners you need to do your job better!
Existing LRT line downtown should have been underground. Don't make the same mistake twice. You only get one shot at these projects.
Underground till it is past 24th Ave N. The wait at 16th Ave will be terrible. LRT is better when it doesn't have to wait for traffic.
Underground only. No train through Prince's Island Park.
No to having a train through Prince's Island Patk. What were you thinking?
Who cares about a bridge near process island just build it, my only problem is centre street being at grade bad idea
Build towards downtown starting at north pointe, cheaper, and more gets built, better ridership
Why are we starting downtown? It is the most expensive part, and the least gets built.
At grade bad idea for centre street
Prince's Island Park is a tourist attraction. Locals visit the park from all quadrants. Don't destroy it by letting a train through the park
If the city does not have the budget to do it right, don't do it at all. You ruin an iconic city park if a station is built at Eau Claire.
Don't go through the Park and underground only. Enough accidents each year with current ctrain. Incompetent planners!
More surface trains mean more accidents and deaths. And why are you ruining Prince's Island Park?
No to running a train through Prince's Island Park! Is Fish Creek next?

Centre Street - Online
Centre is a busy corridor. What about flipping the script and building at grade from the outside in? And BRT into downtown.
Centre is a busy corridor. What about flipping the script and building at grade from the perimeter inwards? Then BRT runs into downtown.
The current option is ludicrous and not feasible. I would suggest crossing the Bow River on the lower deck of the Centre Street Bridge.
Options for shortened line that stops in the Beltline or downtown (does not cross river). This is a sensible option at this time.
The section of the train line should not be built until the remainder of the northbound line is built.
Reducing car lanes on Centre St will make Crescent Heights a more pleasant destination. The bridge will improve ped/cycle access to PIP.
I have grave concerns about the impact to my residence at Waterfront that borders on 2nd Street SW. Underground works, at grade does not.
Please do not run a train through the park and come out on 2nd StSW. Not sensible. Don't build it if there's not enough money
I am very concerned about this, being at grade and not underground, and that we simply cannot afford this development. Does not make sense
This is the worst thing ive read since the news on kobe.
As a resident on Waterfront 2nd St SW I am more than worry about the train on 2nd St. Please go underground.
Horrible idea!! Run it underground to not ruin the wetlands and to preserve our park's aesthetics. I agree, worst news since Kobe
This is some very irresponsible decision making. Someone compared this to news about Kobe's passing? Well I have to agree.
Underground only and do not run a train on 2nd St SW. It will ruin Waterfront and the park. Do it properly.
You are supposed to make the city more beautiful. Don't ruin the park and wetlands. Underground only.
Please do not put a train in my front entrance on 2nd St SW. Please please please
You are putting a train in my front entrance on 2nd St SW? And ruining the park? Please underground only. Plan it better
Why are you ruining the 2nd St entrance to the Park and destroying the Park and Wetlands? Underground only please.
I live on 2nd St Waterfront too. Don't put a train in my front yard.
Do not put a bridge over the Bow impacting the only true green park left in downtown Calgary, not to mention the historical significance.
Please do not go through the Park. Don't do it just because it is cheaper. Do it properly. Make it a world class project.
We live on 12 Ave NW (between Centre and 1 St). We are very happy about the green line in the neighborhood, despite being at street level.
Brilliant! We need a train in this direction. History tells us the "not in my backyard" attitude is temporary. Please continue.
The raised line should not go over Prince's Island. The scale and orientation is inappropriate. Take it alongside Centre St. bridge.
Crescent heights needs a train. Love the route. No issues from all the neighbours I've spoken with.

Centre Street - Online
What world class city would put a train through an iconic park? Please don't! Underground only.
Given the on-street alignment, reconsider the benefit of Centre Street and 9th Ave N station stop to the community.
Destroying Prince's Island wildlife sanctuary to have mini LRT leg north isn't worth it. Ridership forecasts aren't downgraded properly.
Build from DT south, take time, figure out acceptable north leg that doesn't kill PI wildlife area. Once urbanized, it's never coming back.
Bisecting the Crescent Heights community with at-grade rail infrastructure. Put it underground or elevated.
No to having a bridge at park.
Do not divide centre street with the LRT. The neighborhood is developing and bisecting it will destroy it.
Don't put a ctrain in my front yard on 2nd St.
Waiting for surface traffic whilst on "rapid transit" is a much worse user experience than an 8 storey deep station.
Put bridge alongside Centre Street bridge, not the park! Mistake putting this line up only major north-south long-distance artery in area.
All these park concerns are from people living in the south that don't want the LRT going north, and want more LRT for them ignore concerns
Why are we prioritizing the south leg, when the north BRT has way more ridership move north bet to south, build LRT north
Reasonable solution to cross bow river
No to train in Park. And underground only please. Surface train means more accidents & deaths
Do not divide center st with a surface train. And don't go through Prince's Island.
An above ground train is hardly two lanes wide. How much of centre street (sidewalks and shops and lanes) be train?
And where does the turnaround station go? This is absurd. Do it when you can afford to do it properly.
The challenges are laid out in Calgary Transit's 2006 "North Central Calgary Transit Corridor Review". Too sad for Prince's Island & bluff
Why is the character limit so limiting?
My overseas friends always ask why do we have a train on ground? Pls underground only & no to bridge at Prince's
Eliminate single occ commuter traffic, reduce speed and a bike lane so as to create a people friendly shopping and walking district
Be a man. Do the right thing. Underground everything. Much faster speed and safer.
Why not a station on 9th Ave NW? Use some of the above ground cost savings to help the community and high school!
Center ST N is too important a road to downtown to only have 1 lane of car traffic each way.
Ridiculous place to put the train. Centre street is already congested. Put the train beside the Deerfoot connecting into the zoo station.

Centre Street - Online
Another 36 street east mess on centre, more deaths, divided community. Great thinking. Bangkok more progressive system
Even highly regarded traffic engineers said this whole thing is silly. Remember when it was 4.5Bln for the WHOLE thing? Bamboozled?
Reduce the scope of the Green Line and end the project downtown. It is not worth it to build one stop north of the river by itself.
If it can't be built to the standards set by the communities - stop, build BRT and come back when we're better off.
We are doing this for the future of our city. Maintaining the tunnel option is a must have or this is an option that the BRT can handle.
If the greenline is at grade along centre St, does this mean widening& mowing down businesses? Tunnel is better. Centre St is already busy
I strongly do not like the proposed surface crossing of the Bow and the sterilization of Centre Street. Stick to the tunnel.
London subway is easily 8 stories deep. We are building long term infrastructure. Do it right. Costs always increase as info discovered.
Surface bridge impairs one of top views downtown - Centre Street Bridge. Will impair Field of Crosses.
Surface tracks on Centre St. will destroy major commuter route and increase probability of pedestrian deaths.
Sounds like a serious problem. Go underground N of 16 Ave, and consider popping out onto the lower level of existing Centre bridge?
i think you need a station at the top of the hill in crescent heights, figure out how the green line crosses 16 ave n before plans are set
A 9th Ave stop would integrate us easily with downtown. 16th Ave is at the far North end of our neighbourhood so not useful for residents.
A grade level LRT will divide crescent heights east/west, 9 Ave stop should be re-added, reducing centre street lanes is a big traffic issue
With the green line at street level put the station at 9 Ave N back in the plan. Do something positive for Crescent Heights.
Considering there are other options you decide the best is to put a bridge over the Park? Ridiculous! Don't divide center St either
Don't run a Train through the city's best Park. Our city's best events are not Folk "&Train" Fest or Shakespeare in the "train siren" Park.
Delay this project until we have sufficient funds. Centre Street is the heart of downtown. A tunnel is an absolute must! Avoid the clutter.
Centre St & 8/9 Ave N is becoming the representation of vibrant street life of Crescent Heights. There should be a station around there.
The at-grade redesign thru CH will divide our community and its walkability. Please defer this project until you have funds to do properly.
I agree with these remarks https://www.calgary.ca/citycouncil/ward-7/Pages/latest-news-detail.aspx?SidebarListCategory=0&ArticleID=320
Wait until we have enough funding to do underground tunnels. The impact on community and natural environment is too important to overlook.
Consider the impact on property values / safety with the installation of the above-ground station. Please WAIT until you can afford tunnel.
This is such a great project for residents and businesses. The 9th Ave station will provide a boost to an area that has so much potential!
Cancel the green line it is a waste of money in this economy. Go back to the BRT plan that was originally planned before the politicians t

Centre Street - Online
Continue the Saddle Town line, turn West to the Airport. One problem solved!
No stop on 9th Ave north shuts out Crescent Heights . CH needs a stop within the community which would benefit local businesses and people
Since the train is not below ground anymore, a station south of 16th ave North should be added back into the design.
As a resident of Crescent Heights I think it's vitally important to have a station at 9 Ave. Good for residents and businesses.
I'm a Crescent Heights resident and cross Centre St in my day-to-day living to get to shops, how will I be impacted with the line at grade?
Add surface station at 8 or 9 Ave N - as it's at grade the costs are no longer a major impediment.
Entire line needs to be underground.
A bridge over the river will obscure the river valley and historic centre street bridge, both are tourist attractions and community amenities
Opportunity with an at-grade line to improve the potential of a reduced timeline from construction to public use.
Integrating car, pedestrian, and cycle traffic ideas to have seamless connection between various transport methods with an at-grade line.
Running up Center street at grade is a disaster. Half the lanes will be removed. stop downtown until you can do it right.
Build starting at north pointe and move towards downtown, much more gets built, much higher ridership
At grade line is not a good idea for centre street.
Bridge over the bow is a good long term solution, just don't build centre street at grade bad idea.
Concerned east west traffic will be affected bigly though the neighborhoods with big train stations in the middle of the road.
At the very least move the LRT to the far right, and far left sides of centre street so we don't have big transit stops in the middle
I live in CH and I don't want a train at grade level. Bad planning. I don't want a bride over Prince's either. Other options pls.
Don't destroy Prince's Island Park. I live in NW but often visit the Wetlands and park with my kids. Birds will be gone. Disappointed!
Is it Centre St. wide enough to fit 2 tracks? How many car lanes left? Will sidewalks shink? Mobility N-S of Bow River could be affected.
NO surface trains along Center St. Why replicate all the problems with the LRT on 36 St? Pedestrian deaths and traffic chaos. NO!
Please do not do this. We need a stronger economy and that means transport on the outskirts of the City. Attract new industries. Use \$ better.
I support at-grade LRT on Centre St. Low-floor LRT on this main street will provide new opportunities for business & community amenities.
You all should terminate the South leg near Eau Claire. What is the point of continuing past the river up to 16th Avenue? Very messy.
Will there be an Intermodal terminus (BRT to train) along Center Street @ 16th Ave? Pass'grs dropped off in the cold to take a 5min ride?
Calgary should build a proper Intermodal Central Station/Hub downtown instead of a disjointed network. Like all properly built cities.

Centre Street - Online
Reducing Centre St to one lane will result in bottle neck of traffic at 16 Ave. People will still drive because there is no train north.
Are you proposing to dump BRT passengers at 16 Ave to then wait for a train downtown? How does this improve commute times for north Calgary?
Don't do it until it can be done properly. Centre Street is too busy to remove lanes of traffic to accommodate the train.
Students at CH high school would love a stop at 9 ave!
No to surface trains. Messy like 36th with train. Alternative to Prince's Island pls. Don't put a train through it.
What's the plan of vehicular traffic going N/S and E/W @ 16th/Centre Street? I bet it will be very congested if u go w/ ground level x'ings
Please do not ruin Eau Claire's beautiful park and wetlands home to the birds by having an unsitely train running through it. BAD IDEA!
A train down 2nd st & through Princes' Island Park adversely affects Eau Claire residents and wildlife and offers zero benefit to both. NO!
My idea is to scrap this very expensive project and replace it with bus rapid transit at a fraction of the cost with the same results.
People don't build/buy multi-million dollar homes in CH/EC just to have a train run through it. Consult and plan properly. Just don't do it
Cost to drill under Centre St is only 5% of total Stage 1 cost (\$250 million vs \$5 billion) - are we really saying we can't afford it?? (1/2
Can't we build the SE leg first keeping a tight rein on costs and then spend (a fraction) of the contingency on a Centre St tunnel?? (2/2)
Don't build North if you can't do it underground. The traffic cost to Centre Street is too high and 16th Ave is so easily accessible by bus.
You are proposing to destroy the green lifestyle of people to build a 'green line'. Don't do it if you can't afford to do it right!
I'm sad to see this direction taken by the City after committee recommendations were not taken! Sign the petition http://chnq.it/wXTYqCyg
The imminent arrival of autonomous electric vehicles could make LRT systems obsolete. I hope this has been seriously considered.
Can you imagine New York or London damaging their central parks with a train? Let's be world class. Don't damage our central park.
Build the South portion from Seton to the Core first and put the river crossing on ice till a cost-effective idea is proposed.
The bridge over our beautiful river is not an acceptable solution. This should be stopped now until a proper solution can be found.
Feel sorry for the residents who invested a lot living on Waterfront. Pls don't build a bridge and ruin it for everyone who visit the park
Why build south? it goes predominantly through industrial area with minimal service to residential areas. Needs a complete rework!
The 2nd street alignment should NOT be above grade until towards the end of north end of 2nd street by the river with 1000 units affect
No to bridge at River and no to at grade level on 2nd St. Terrible planning
the effects of bridge construction, shadowing, and noise impacts on the natural lands on the east side of prince's island park are troubling
I love the Green Line proposal! However, for it to succeed, the designs must: ensure safe and accessible pedestrian infrastructure on Centre

Centre Street - Online
Building at grade on Centre St to 16 Ave no longer makes sense in Stage 1. Access to downtown will be terrible until built out further.
Pls do not build at grade level coming out of Prince's Island. Ridiculous idea!
No to additional surface trains in any areas. Terrible planning. Enough accidents already. 36th a mess already with the train.
Great plan to ruin a beautiful green space in downtown. Don't do it at all if you can't build it right, which is underground.
1/3 Not sure what is the point of building only to 16th ave. Buses are already servicing this route while this plan will reduce convenience
2/3 for commuters (transit and vehicles), reduce property value along centre street and Eau Claire, not to mention destroy a beautiful park.
3/3 Wait till there is enough money to do it properly, or do a smaller section like only the south leg for now till there is enough funding
If there's not enough money to do it underground then don't do it. And why would you ruin a beautiful park.
Staging transportation expansions has served the city well in managing costs and impacts. Go with what we can afford with balanced impacts.
No to bridge in Park and no to surface trains on 2nd St. Ruin EC and Waterfront.
No to grade level on 2nd St by Waterfront and Eau Claire. Makes no sense in destroying the area.
My preference would be to cancel this entire project.
I can't believe the city's contemplating running the train beside condos and over Prince's Island Park. Please go back to the drawing board.
No rational actor runs a train through a major city's central park. The diminished value of the park would be a massive, permanent cost.
Do not build a let bridge On princess island nor trolley like system on centre street. Just focus on brt line and bury line
Should stay underground, otherwise makes no sense!
This is the worst idea the City has come up with. I do not support surface alignment up Centre Street due to increased road traffic. Brutal!
A train through our central park? No. The answer is obviously no.
Who is going to ride the south portion from the middle of an industrial park? Not thought through. Build North section first.
Who cares about less than one block of downtown and the edge of a park, transit is more important people will adjust. C street at grade bad
Princes island park is barley a park, train will have hardly any impact, other than a whole at the far end, get over it people.
Bridge is acceptable, however at grad centre street is not
Condos beside princess island are not even that nice, they already have drug addicts near the park anyway
All aboard! train through central park right on! do it! great place to get off and enjoy the views, maybe catch a few fish on the way home
I'll vote for whoever gets rid of that tiny little park downtown. I won't vote for at grade centre street though

Centre Street - Online
Bridge is an al go from me, at grade centre street no bueno
This makes sense to me. The Prince's Island crossing is over a little-used natural area. I can live with surface transit on Centre St N.
The bridge will ruin the city's most valuable park. The section on 2 St will limit access to residential units and destroy property values.
This is ill-conceived. At grade will negatively impact condos, neighbourhoods, and truncate the park and pedestrian pathway. Don't do it.
Disaster for Calgary with this new proposed alignment for our premier park utilized daily enjoyed by Calgarians. Costs outweigh benefits.
I 100% support the Centre St. north portion being surface-grade: Sunnyside is the most successful C-train station. Let's do the same up here
Surface oriented is the best option for accessibility and inclusive design. That includes bikes and pedestrians of all mobilities!
People moaning about values & condo impact - Look at Sunnyside. Highest condo values in the city with C-train running right by. It's FINE.
To all the people who doesn't care about the bridge and 2nd St ground level: would you say the same thing if you live here?
Residents paid a lot for Eau Claire and Waterfront. Park is enjoyed by everyone. Don't ruin it
I live in SE and don't support destroying park, 2nd St surface and center St surface. Think of others when you say you don't care
Sunnyside does not have the highest condo value. Check your facts
Reply to Satah: So putting a bridge/train through the park is nice?
What city would destroy a Wetlands /Park which is also a tourist attraction and visit by many? No to more surface trains either. Terrible!
Need a stop at 9th to gather Crescent Hts users. Stupid to have to backtrack to 16th.
Do NOT put the Green alone at Grade along Centre Street to 16th Avenue. If you're not going to do something right, then don't do it at all.
Bring back 9th Ave N station! An above-grade train with no stations to benefit local residents and businesses will destroy Crescent Heights.
What city would destroy a Wetlands /Park which is also a tourist attraction and visit by many? No to more surface trains either. Terrible!
No to more grade levels and no to destroying the Park. Pathetic!
Please do not put the train on the surface up Center St. It will be a traffic nightmare. How is crossing 16 ave at grade level a good idea?
Terrible planning. No to grade level on Center St and 2nd St. Stop destroying a beautiful park.
Don't put a train over Prince's island pls.
We need a 9th Ave Station! I am a mom with young kids and it would be great to be able to take the train to the grocery store and back.
Grade level=congestion. Look at 36th. More accidents more deaths too. And no to cutting through the Park. Insane!
Why can't the train go on Centre St. Bridge? The train should reduce car traffic to downtown and we could add a bike lane too.

Centre Street - Online
100% NO to unsitely, noisy train through beautiful Princes' Island Park - a beautiful wildlife habitat enjoyed by thousands of people
If centre st is already down to 2 lanes, why not continue down the bridge? Instead of 2 blocks over through a park and homes?
Please do not put the train crossing over Prince's Island Park. This is a terrible idea
The costs of a tunnel will pale in comparison to the longterm costs to families, children and a sensitive nature for generations to come!!!
Please don't permanently make centre street noisier, uglier, less safe and far less driveable.
\$100,000 per rider? (It will be over \$6B/60,000 riders). Just give those people the \$100k, they can invest it and afford ubers. Forever.
Do not change from original which was inclusive and many years of discussion. Mere weeks for such a huge change is slap in the face!
Putting the train on centre street bridge is even dumber, the reason people go downtown is the office buildings, which centre has none!
Calgary has 100s of parks who cares about one little section of the park filled with drug addicts?
Destroy property values? What are these people smoking it will increase property values, welcome to dense living baby!
I live in those condos, it would be great to have access to other parts of the city. Yes please!
Why can't we just scrap the project altogether since so many people don't want it?!
Cars are the best way to travel, bike lanes and trains in theory reduce congestion but never get used, because driving > trains
Trains are only trouble, look at New York, Toronto, Montreal congested, dilapidated, and antiquated they need more cars!
Wait people actually live in Eau Claire? I would say they need access to better parts of the city thats what I would say to Bobbi
Abolish all property rights and let big brother decide how everything is built comrades!
I have never once seen a tourist in Princes park, no one flies from New York to Calgary to sit in a park in Calgary. Who are they?
My kids love trains, they would be very happy to see a bridge over the park they could play with the train
How many people use the park in the winter for 6 months of the year impact is overstated.
A train station would bring more people to the park, this is a great idea let them enjoy the beauty!
What city would destroy a Wetlands? The same city that put a zoo on an wetland island. No one companies about the zoo do they?
Given the change to street level along Centre Street, it is an absolute must that the plan include an above ground station at 9 Ave-please!
Except for this year, there is skating on the lagoon in the Park in winter and where families skate is 40 feet from the proposed train.
This leg is a waste of money. Putting in a leg with one stop, serving residents that normally walk to work, is an abominable waste of money.
The City has worked on this for nearly a decade and still has no idea how to go north in a manner that will be a net benefit. Drop it.

Centre Street - Online
I believe a 9th Ave station would be beneficial to residents and businesses. Concerned about how the surface level will impact walkability.
1) It should be underground up until the train emerges out of the hill, then cross the bow river using Centre St.
2) If it has to be at grade, then there should be a 9 ave station so people don't have to walk all the way to 16
3) Should use the Centre St bridge, you save costs by not making a new bridge and it doesn't destroy an iconic city park. Please...
A surface crossing at 16th Ave is a terrible idea!! Centre Street & 16Ave is extremely busy. A surface crossing here is not logical.
The SW got a tunnel where the train had to cross Bow Trail. We want the same courtesy and consideration for traffic flow on the Green Line.
What was the point of consultations with stakeholders if you are just going to ignore recommendations. Scrap this albatross.
The North leg with one station and bridge is an incredibly expensive indulgence to get Council votes. Either build the North or SE line.
Why doesn't it go beside Edmonton Trail bridges to service East village where condos were built for non drivers? Don't ruin Prince's Is.park
For long term, the 2017 alignment is much better than the new plan in the Eau Claire, river and Crescent Height area.
Terrible idea to have at-grade train on Centre Street. Will increase congestion. Line needs to be buried. Defer this until you have funding
Having the line at grade on Centre Street is a TERRIBLE idea! The line should be underground from 20 Ave N to the river!
The City propaganda highlights potential benefits and does not seriously identify all costs. Please do a meaningful cost benefit analysis.
If the train has to be at grade through Crescent Heights, then a station at 9 Ave. N is a must. Also the river pathway must remain intact.
Calgary, destroying parks and endangering residents one train at a time... really? Use a tunnel. Nobody takes a train to go sit under tracks
Terrible idea. No to destroying Eau Claire. No to destroying Center St
A bridge at Prince's Island Park is shameful to even consider. Why ruin the centrepiece of the city to have a short-term savings.
Centre St will become a commercial ghetto by making it pedestrian and vehicle unfriendly and presenting an ugly streetscape.
With the updated surface line in the north, I believe there is an opportunity to re-evaluate bringing back the 9th avenue N station
Maybe look for some more funds from private petroleum club lunches to get the centre street alignment underground
A discussion on a proposal to Extend the North Central BRT route due to uncertain economic challenges that are plagued in the west
Think long-term and bury this section of the track. Also, please do not add another stop at or around 9th Ave N.
Green line is not necessary. It adds heavy burden on taxpayers. Alberta's economy is shrinking. Long-term outlook is not great for Calgary.
I am voting AGAINST Green Line. Calgary has a lot more things more critical and important to its citizens than building a new LRT line!
Lots of Restuarants in crescent heights rely on skip drivers, otherwise struggle . need to keep parking during construction and thereafter

Centre Street - Online
90% of customers drive. If we reduce traffic lanes, they will jsut go somewhere else with better access and parking at 13 Ave NW
Surface doesn't make sense. We spent 5 years on engagement to agree on underground. It makes most sense and preserve crescent heights charm
How fast will these trains go? They will be loud and ugly and dangerous. What if someone runs into the road? Will you have barricades?
Landowners will be stuck with property while tenants can walk out/relocate/not renew leases while paying high taxes. Doesn't make sense.
Calgary needs better connection from North to South - can we do BRT for now?
North Calgary already has a BRT, it is full, we need the train more than the south does.
A stop at 9th ave is an awful idea because it will ruin east west traffic
I am all for the green line just don't build the thing at grade on centre street
Why is everyone just magically against the green line now? Special interest groups?
Infrastructure is exactly what we need to stimulate the economy talks about, canceling the project is nonsense
The people that are against are the residents of Eau Claire. And I am Eau Claire résident who will continue opposing to this project!
We invested in our home at Eau Claire because this area is quiet!nNew infrastructure will bring more noise and traffic!
As a resident in Eau claire, I am strongly against green line!! It will bring noise and safety issues to the local community.
\$4.9 billion, which will balloon to a much larger number, is far too much for only 60,000 riders and all the harm the train will cause.
The line needs to be tunneled. Centre Street is already a nightmare, running a train down the middle of it will just make things worse.
I live in Crescent Heights and use Prince's Island Park daily - do not build this at surface grade and do not ruin Prince's Island Park.
If this is required to de-risk the project and increase its chances of delivery, so be it. Hope impact to Center St. express buses minimal.
This stupid idea of building a bridge over the river is ruining our beautiful park and wetland that we are used to so proud of, tunnel pls
An opportunity for Crescent Heights businesses along Centre st. would be to have a stop at 9th Ave.
The Green Line is an essential project to the health of our city—but only the previous plans. Not these ones.
I am strongly against the surface alignment. A surface crossing at 16th Ave would be a disaster. If we are going to do this, do it right.
No to grade level trains. No to destroying Park. Shame on you for planning this. !
Do not ruin the Park and do not have a surface train on 2nd St. Crazy!
Underground only. Do not put a train through the Park. Who came up with this ridiculous idea?!
Surface along Centre will be as bad as a street car in Toronto. But if it has to be surface, then a station at 9 ave N should be do-able

Centre Street - Online
No one with integrity votes to run a train through a park, at a total cost of \$100k per rider, with no real cost benefit analysis. Shameful.
Since the new alignment on Centre St. N would be at-grade, why not include a second station (say, at 10th or 12th St. N)?
Build the thing to Seton! The S.E. part of the city needs to have ready access to the rest of the city. We need access to the hospital
To spoil one of our best park spaces used by all of Calgary and tourists is shortsighted. "User experience" as an excuse is farcical.
IF 16 ave to be surface station then make platforms so that both buses and rail can stop at same place. Bus making better transfer.
I wonder about the numbers . . . 11,000 riders? From my experience there are fewer people coming into the core.
Isn't eau Claire being torn down and rebuilt anyway? Why are these people complaining about a project that will increase property value.
The numbers? Have you seen the buses along C street? packed every day at rush hour. North line would have much more ridership than South
How do people currently get to the hospital without a train? Hospital is irrelevant to train line. Fear mongering at its finest.
1) People acting like a train around Princes Island would ruin the park are crazy. Tons of park have trains in around them in this city.
2) Have you seen any of the parks along the CP rail? The parks along the existing C train lines? No one complains about them.
Put trains next to the sidewalks, not in the middle of the road. Transit stations in the middle of the road what are we Europeans?
Traffic is heavy on Centre St, and Edmonton Tr. How does removing 2 lanes make sense!? This also replicate the issues of 36 Street Ne surfac
My idea about the green line is has the city considered building it already. This has been consulted to death. We need this service Build it
List of parks with trains off the top of my head: Shaganapi point Golf, Wild Lands Park, Fish Creek, Glenbow Ranch Provincial park.
Bow Mount Park, Edworthy park, St Patricks Island park, Laycock Park All are very nice places to be!
How is this going to impact rush hour traffic along centre st south of 16th ave? Have there been any traffic impact studies done?
To people concerned about sound. Put a sound barrier on the bridge going over princes island, viola! Let people paint graffiti for art onto
To admires point, traffic south of 16 not a big issue, it is north of 16th that will become a nightmare in the future. 3 lane reversal there
How will the line be transitioning to grade at Center Street from the bridge? How with this impact traffic? Will it be in the west lanes?
I see no opportunities in the Green Line on the surface. It is currently a 4 lane road with a narrow sidewalks and no expansion room.
To preserve the traffic space the line should stay underground but not as deep.
Shame on you for putting a train through a park and mpre grade level trains. More accidents.
How is 2nd St wide enough to put a train at grade level comj g through the park? Feel sorry for the residents there.

Centre Street - Online
No to more surface trains. Look at 36th. Terrible idea.
What is economic payback for one stop north of the river? Wait until the whole north section is ready to build before going north.
No to grade level on 2nd St or Center St. No to going through the Park
Traffic will be horrible with only two lanes. People will still need to drive and this is a major route out of downtown.
Calgary needs businesses that generate cash and jobs - one more train stop north of the river will not help that happen - save the money.
If this can't be done properly, don't bother.
Why the city wants to rush the downtown section?? No to grade level on 2nd st!!
Why are going through this again, you had our opinions from forums what we wanted: a tunnel up to Centre St. This is nothing but lip service
Beautiful mature bald eagle down by the river this morning at proposed LRT Green Line route. LRT means end of the islands wet lands wildlife
Underground only! No to destroying Park. Who thought if this? Do it properly!
Do it properly or don't do it at all. No surface level on 2nd St or through the park!
More surface trains mean more accidents and more mess. No to a train through the park either. Crazy!
How is 2nd St wide enough to have a surface train coming through the park? Feel sorry for the residents at Waterfront who paid a lot.
How is putting a train through a Park a good idea? Support underground only.
See previous sessions. Transit use of the future will not be based on office workers. Build community, tourist transport. Airport connect
This character limit on feedback is ridiculous.
Will they actually listen to this forum? Lots of "No" to more surface trains or going through Prince's Island
Use the underground as much as possible. Spend money now to avoid expensive changes and revisions in the future, plan ahead for once!
This is ment for future generations. The line has to be part of the community. It can't be seen as passing thru anywhere
Spend the money to do it perfectly, go underground, no more traffic problems! The people want a good transit system, stop cutting corners!
Hate 36th already with the train and you are building more? Not wide enough on Center St and 2nd St . Do it properly.
There is a reason major cities go underground, it's an investment in your city and people so do it right! Sell the blue ring if you have to!
Shame on you Councillors for destroying a beautiful park when there are alternatives. Ludicrous to surface on Ctr and 2nd St
Expansion of the BRT on Centre is better & cheaper than LRT via the middle of Centre. Reducing traffic lanes by 50% is unacceptable.
Stop deleting our comments for this engagement. This is meant to be transparent and you've given us a short time for feedback. Shameful.

Centre Street - Online
Transit use wont be for office work are you people crazy? Yes it will why do you think we have offices downtown for people to sleep in?
Expand the LRT in the North give BRT to the south.
If you put the trains in the side lanes there wont be a reduction in traffic it maintains 3 lane reversal no stations in the middle of road
This proposal will devastate the community of Crescent Heights. It will just become a traffic corridor and a congested one. Very poor plan.
End Green Line downtown and use savings to acquire properties to expand north when money is available. Run the BRT into downtown.
Running a train through our best park will forever reduce the park's value. The reduced value of the park will cost more than a tunnel.
Train in the park means park bad. I want park be good.
I want train. I did not graduate high school if you are wondering.
Mommy let me have 5 (five) minutes of internet time today for being a good boy, so I just wanted to say with a bridge, no tunnel train.
No to more grade level trains and no to train over a park. Idiots. Do it right or don't do it at all.
Ruining quality of living for all Waterfront residents. Underground only!
Do not put a train in my front door on 2nd St. Shame on you. Ruin a park and the wetlands. All the birds will be gone.
Why ruin a park by putting a train through it when there are other options? Shame on you councillors. Plan it properly not just the cheapest
Surface trains=accidents=deaths. Don't ruin a park enjoyed by locals and tourists. Plan properly.
Putting a train through a park and destroying wildlife is a terrible idea. Do it properly not just the cheapest. No to more ground level.
Moved to Eau Claire to enjoy the park. Don't ruin it by putting a train through it. And no to more grade level trains. Underground only.
Don't build a bridge through the park and no to more grade level trains.
I didn't move to Waterfront so you can put a train in my front yard. I saw an eagle at the Park the other day. No more birds in future. Sad
Keep the train below grade. Above grade will limit left-hand turns, restrict pedestrian crossings, and turn Crescent Heights into a ghetto.
Underground only. And don't put a train through Prince's Island.
Shame on you councilors!! Spent 6 years and came up with a plan to ruin Eau Claire and the park? No grade level trains!!
At-grade trains will make crossing Centre st challenging, which is already a high-volume route. Could the tracks or stations be above grade?
It's good to see the City looking for ways to make this more cost effective. Calgary needs this project. Let's get this built.
Do not destroy the park with a train. Do it right or not at all. Underground if we want YYC to be a world class city
Why build anything north of downtown at this time? It does not make economic sense to spend money now to basically just cross the Bow!

Centre Street - Online
Keep the train underground. Don't cross the bow with bridge. Will ruin a lovely park. Imagine NYC saying surface train in central park.
Are we reducing sidewalks to get aboveground rail? Already the sidewalks are narrow and busy and feel dangerous.
More detail on the BRT improvements. Central NW transit is awful with multiple transfers, backtracking on routes to even get to a BRT stop.
The train above ground across the bow river/centre street would turn a one of the most beautiful part of the city to an eyesore
No to train over a park. Crazy idea. Underground only. Do not add more surface trains. Look at 36th. Nothing but congestion
I live on 2nd St. How is the road wide enough to have a train on the ground? Don't ruin the park.
No to more grade level trains. Terrible idea. Why would you want to destroy a park?
If I don't have enough money to do something properly I hold off. Why is YYC rushing this? Underground only!
Eyesore with a train over the park. MORE grade level trains means more congestion & accidents and DEATHs. Underground only. Do it right.
Continual high density expands past Seton Ave. SE despite Deerfoot's horrific congestion, & now 52st SE. Green line to Seton-only 1 line S.!
Please don't destroy Crescent Heights with this half funded, half finished plan. Put it underground, or don't do it at all.
No to above ground on Centre and through park.
No to grade level on Center St & 2nd St. And no going through the park. Do it properly or dont do it.
How can this been called a Greenline LRT when it will clearly affect the fish and wildlife with a bridge over the wetlands? No to bridge!
No to more grade surface trains. No to bridge over Park. Do it right. Make it a world class project. Underground only.
I hope councillors are listening. Seems like barely anyone wants a bridge over Prince's Island or more grade level trains.
I hope councillors are listening. Seems like everyone wants a bridge over Prince's Island and less grade level trains
I moved to waterfront specifically to get access to a train that gets me all around the city
No train through the park and no to more grade level train. Support underground only
Not enough money to do underground then don't do it. Don't do it just for the sake of doing it. And no to going through park. Crazy
Don't have a train going through the park. And no to grade levels.
Bridge over a train is not going to ruin wildlife.
No to more grade surface trains. Yes to bridge over Park. Do it right. Make it a world class project. Underground on C street
How does one more tiny little bridge over the bow affect the fish?
Paint the bridge over the bow no more eyesore

Centre Street - Online
Why are you rushing to build it when it doesnt make sense? Don't put a train through the park and no to more surface trains.
I live on 2nd St. I moved there to enjoy the park and have access to CTrain. But not a ctrain in my front yard. Underground only pls.
Who cares if you are behind on your plan if you can't do it properly. Underground only and no to train through the park. Crazy.
Eyesore and congestions with more grade level trains. Don't ruin the wetlands with a train. Underground only
Grade level trains mean more congestion. 36th is all the proof you need. Do it right or don't do it at all. And why rin a train through park
Green line ain't green if you destroy the wetlands. Underground only.
No to surface trains on 2nd and Ctr. Underground only.
How can you possibly do a full consultation with all the involved shareholders in a 2 month period, unless this is merely a ruse?
Doesn't the City need to do an environmental impact study since it is now planning on running a train through wetlands?
we're absolutely against the at grade idea!Eau Claire has always been a quiet area, this is what residents paid for! touching wildlife is in
Please consider other options. No to surface trains. No to Prince's Island.Hope Councillors are listening.
Moved to waterfront for the park and the surroundings. Now it's all gone. Why are you putting a train in my front yard! Disgusted!
No to more grade level trains. Underground only. No to train over Park. Plan properly.
Councillors will do whatever they want. This forum is nothing but a ruse. No one wants more grade level or bridge over park.
Pls do not let a train over Bow. All the birds will be gone. Park enjoyed by locals and tourists. Don't ruin it.
Do not put a train through our central park. Do not damage our park.
No to train over Bow. Who came up with the idea and who approved it! Shame on you.
Say no to grade trains & go underground! We moved to Cres Hts to enjoy the quiet neighborhood and natural beauty. Do it right or don't do it
This alignment is needed to advance the project. The traffic impacts to my commute down centre st. will be tough, but they are worth it.
Ridiculous you are putting surface trains on Ctr, 2nd and through a park. 36th has multiple lanes with ctrain in the middle but still a mess
Underground is the only way to go. Don't waste \$ if you can't do it right. And a train through a park? Ridiculous.
Station between downtown and 16 Avenue N for the Crescent Heights & Renfrew communities (9 Avenue N?) and alk-ability focus W/E of Centre St
I think that a bridge over prince's island in a very bad idea and will ruin the "oasis" that it is. Stops should be added at 9th & 22nd aves
Tunnel under the hill on the North Side of the bridge to keep the train underground up centre street through Crescent Heights.
Underground only and no to bridge over Bow. Didn't move to Waterfront to have the City destroy it. So ANGRY!

Centre Street - Online
Use Ctr St & 36th all the time. Create more congestion on Ctr with train. Hate 36th already. Disagree with bridge over the Park too. Crazy.
I moved to Waterfront to enjoy the park and its serenity. I paid a lot for it too. I don't want to see a train when I step out. Underground!
There's barely enough room for 2 lanes on 2nd St by Waterfront. Now you are putting a train through it? Underground pls.
I live on 2nd St. Don't want a train in my front yard. And why would you ruin a park and the wetlands?
Is City actually listening? Seems like obvious NO to more grade level trains or through Bow. Only seems to be concerned about getting 1/2
2/2 the project started. Sad. Do it right or not at all. Support underground only
Why the rush to start when it seems many object to over Bow and surface trains? I support underground only.
Kyle & Larry: I think this forum is a farce. City will do whatever they want even with so many objections.
downtown doesn't have the infrastructure to block another road for c-train; will create havoc to traffic resulting in more delays & accident
Bring the downtown portion onto street level and cross the river with a bridge is a BIG mistake. Stick to the origin approved 2017 plan.
Stage 1 alignment to have downtown rail and station at street level will create the problems we seen in 7th Ave and 36th St. NE x 10 times
An overhead train would disparage a landmark public park. PI Park is a gorgeous and important area. The updated plan is disparaging and ugly.
We need confirmation that all feedback is actually taken seriously.
Use self driving vehicles which would be less expensive and more in tune with the future
At-grade through Eau Claire/Prince's Island instead of underground only saves \$125MM on a \$5B project. Defer until you can properly fund it!
Very much against the above ground portion through Prince's Island
Wait until you have enough funds to do underground. Do it properly and make it world class. Why rush?
Shame on you for destroying Park and creating more congestion with surface trains!
My view now when I look out is a train. Disappointed & angry. Hope city is listening.
City only cares about starting this project. They are already saying they are behind and need to start. They don't care about our objections.
In no World does it make sense to ruin a beautiful park like Prince's Island, with an overland train track running right through, go Tunnel.
No to train over Bow! No to grade level on Ctr & 2nd. Insane idea.
Pls do not put a train on 2nd St or through the park.
4.9 Billion \$ + 6 years of planning for a train over a park to endanger residents, property, future development and devastating wildlife? Crazy!
The City website is biased; the City highlights potential benefits of the train but does not address the harm the proposed train would cause

Centre Street - Online
Strongly opposed to above ground. Save up for the approved project or don't bother, buses on Center work well & don't cost \$5 Billion.
Stick with the original plan of tunneling the entire section. Don't succumb to what a few rich guys want who will never use it.
Centre Street should ban all gas vehicles and be dedicated to the train, bicycles, scooters and pedestrians only, for a greener inner city.
Too many traffic problems on Centre St. if LRT is above ground. Possibility that traffic will overflow into residential areas.
Classic City of Calgary planning. Revisions are poorly planned. Will be a traffic nightmare.
Please do not run the LRT at Grade along Centre Street North, this will destroy our community. Tunnel or don't cancel it.
Please tunnel along Centre Street North up to at least 40th Ave. 36 Street NE is an absolute nightmare.
Please do not destroy our best city park by putting the line through Prince's Island. We need to preserve Calgary's greenspaces!
Build tunnel underneath Prince's Island Park as orig. 2017 alignment. Do not destroy the nicest park in DT YYC. Think about the future.
Underground only! No to destroying Park. Who thought of this? Crazy! Do it right or not at all.
Originally the c-train was to go underground on 8th Ave SW. Saving money we did the botch up on-grade down 7th. Why repeat that mistake?
Building over the princes island park wetland is not worth the cost savings. This wetland is a huge resource to the downtown area.
Station at 9th Ave will bring noise, litter, crime, and congestion to the area, which will damage the residential quality of life in Cr Hts.
I love the idea of being able to stop at princes island! Great idea I am all for it
Bridge or bust!
Chuga chuga choo choo all aboard what a great plan! However I think the North portion should be built underground not surface grade
Wow I am In love with this plan! However I agree with the other comments. Train should be by the curb on centre street not on centre street
I agree train should be by the curb not in the middle of the road. Not like anyone parks on c street anyways.
People complaining about a bridge over princes are not engineers. They should listen to more educated people.
Trains increase property value, especially in urban settings, like Eau Claire
Electric vehicles do not feed all that farmland we have! More gas, gas, gas, gas!
Tunnelling under a wetland is a recipe for a leaky tunnel that costs way more than it saves! Look at New York when it rains!
The Person is biased; the Person highlights potential downfalls of the train but does not address the benefits the train would cause
Look at all the parks in this city with a train near/through them no one complains about them bridge or bust!
At grade C Street is a weak idea. We don't live in Europe. I moved away from there for a reason! Bad public planning cities too old!

Centre Street - Online
You cant tunnel 2 feet under a river bed, if you did it would cost significantly more than \$125 million.
Why the rush to stop when it seems many want a bridge over the Bow.
Sound proofing and a nice paint job no one will notice
Run a train on me baby!
The current alignment is the perfect opportunity to destroy communities, traffic flow, tax revenues and watersheds!
A station around 9th Ave N would be ideal benefiting teachers/students to Crescent Heights High School and others to local businesses.
End phase one line at downtown. Do not build a bridge across the bow. Build a tunnel as part of phase 2 on centre st.
If you are not doing the tunnel, and eliminating lanes on Centre Street, do not bother doing this portion. Wait to do it properly
Pls do not build more grade level and no to bridge over Bow.
Bad idea with a train over Park. More surface trains mean more congestion. Center St & 2nd St is narrow already
I live on 2nd St to have access to the Park and enjoy the serenity of the area. Pls don't put a train on 2nd and the Park.
Putting it on street level does nothing to improve accessibility. Don't destroy prince's island with another bridge.
Don't destroy the park with a train and don't add more surface trains.
Surely underground solution is less disruptive to wildlife, environment, & residents? The cost savings seem limited given the implications.
Don't damage park. Please.
Tunnel is an opportunity to preserve the park, and not disrupt street level traffic, and be a "World Class City"
Tunnel is an opportunity to preserve the park & river, and not disrupt street level traffic, and be a "World Class City"
Surface along Centre is a bad idea. Keep it underground until before crossing the bow, then cross BESIDE CENTRE ST (AND NOT ABOVE THE PARK).
More surface trains mean more congestion. Even worse to have a train over Park. Destroy wildlife an enjoyment for all.
We should keep the tunnel - the negative impact on the environment and atmosphere of the River is significant. This RE-alignment is bad.
Pls do not put a ttrain through the Park. Underground only or don't do it at all.
Pop up at the Home&Garden Show this weekend would have made a lot of sense. Reducing cars to two lanes on centre will be your nightmare.
Ignore the tunnel comments. Bridge will go over most eastern portion near centre street bridge. Under river is a recipe for disaster.
Instead: two lanes devoted to regular bus traffic would accomplish almost exactly the same thing at minimal cost and environmental impact.
Terrible idea to have a surface train on Ctr St. 2nd St coming out of Park narrow already. Underground only. And why destroy Park w/ train

Centre Street - Online
Green Line project is a sham and should be scrapped ASAP. I have no confidence in The City's ability to manage project schedule and budget.
Bow River Crossing plan is extremely concerning and will greatly impact park enjoyment. Please go back to Approved 2017 alignment w/ tunnel.
The new design is horrible! Put back underground; preserve beautiful PI, and leave Centre for cars/buses. Put your citizens first!
create underground system or let bus service run through Center Street. Don't waste money on impractical infrastructure for future
Don't destroy the park.
Do not ruin a beautiful park and the wetlands. All the birds will be gone. Terrible idea.
Love above ground LRT through Crescent Heights. Will be great for having people stay and shop from one end to other-but we need a stop at 9
should have stop at 9th ave and Center st. Train should not stop at 16th ave
No to surface trains through park or 2nd St. Underground only
Crescent Heights already already suffers from a significant volume of cut through traffic and this will make the problem much worse.
Avenues that dont have traffic lights to moderate traffic should be closed as they are elsewhere in the neighbourhood to stop cut through.
Crescent Heights has a problem with people using streets in the neighbourhood as free downtown parking which will be exacerbated by this.
Do not put a train through Park. No to surface trains on Ctr and 2nd St. Nothing but congestions and why destroy wildlife!
Absolutely horrible change in design. Keep the LRT underground through Prince's Island Park. No one wants a bridge. Disgusting.
I live at Waterfront. Pls do not put a train through the park or grade level trains on 2nd. Didn't move there to have a train in front yard.
Melbourne Australia has LRT trains that can become buses in congested built up areas/ go on track to zip to outlying areas. No hollowing out
Wait until you have enough funds to do underground. Do it properly and make it world class. Why rush?”
Pls do not destroy Park and wetlands with this plan. Underground only.
Terrible idea to have a train through Prince's Island. Why destroy it when other options are available? No to grade levels on Ctr St.
Horrible idea to reduce lanes on Centre Street.
Having LRT running North to the Airport is very important to encourage Tourism in Calgary (major resources to our City)
Did we not learn anything from the train line in the northeast? How many people get hit by the train or vehicles that stop on the tracks?
Street level trains are not a feature of world class cities. Adding more street level trains is not forward thinking
Don't understand why City wants to build more surface trains and destroy the Park as well
If the City wants feedback it would set up a booth at the Park. But reaction will be close to 100% negative, so the City won't do that.

Centre Street - Online
Doubt if City cares what this forum is saying. No to more surface trains and no to destroying Park!
Bring the train to East Village , Edmonton Trail instead of going through Ctr or Park.
Ths Sky train in Richmond BC is the ugliest thing. Still blocks visibility even high up. Underground pls.
Well planned assault on the public- dead of winter with no park goers to petition in the 6 week timeframe- you wont dare this during summer
No to bridge over Park and no to surface trains on 2nd St.
I think the low floor train would work well on centre street and would improve business accessibility.
Make the area more useable for pedestrians and cyclists and attract people to the area for business, dining, and entertainment.
I worry about impact to the park; Prince's Island is a wonderful space. Will the surface level trains eliminate car traffic on Center St?
I like that this new plan makes the Green Line more cost-effective and therefore more feasible to build given Jason K's attitude to funding.
Taking away 2 lanes in the middle of Centre Street is extremely short-sighted and will severely impact local communities.
Keeping walkable access to the businesses on center. Will bus stops be kept near or where they are for business access?
Why are we doing this if the city had no money it makes more sense to have a dedicated rapid bus route or an express bus to downtown
Please do not build the bridge over Prince's Island, thereby ruining an area v dear to me, and a valuable civic gem and tourist destination
The plan should strive to reduce traffic volumes on 12th Avenue in accordance with the Area Development plan.
Dumb idea to run a train through a park. Underground only. 2nd St too narrow already. Nothing but congestion with train.
I live on 2nd St. I did not move there so City can put a train in my front entrance. Underground pls.
If you can't build it right under low budget, don't build it. Taking lanes away from Centre street is so short sighted! Tunnel only.
You would be able to see and hear the train throughout much of the Park. What a lack of leadership, vision and competence. Terrible idea.
Why is the City destroying Park? Destroying Center St and 2nd St. Waterfront just finished. Feel sorry for the residents.
Running the train through Prince's Island is an awful outcome.
Look at all the parks in this city with a train near/through them no one complains about them bridge or bust!
I am all for this design lets go already.
Great design but put the at grade next to the curb on the road not the middle. Less money to build transit stations, less traffic disruption
I am okay with this plan, however I would like to see the centre street portion underground
Eau Claire is a trashy area building the train there is the best possible idea.

Centre Street - Online
People are overestimating the damage a bridge would do over the park.
City is showing great leadership for this project, I am all for it. However running at grade C Street is not the best longterm idea.
Princes island is not even that well used. World class? what are these people going on about.
Underground trains make more noise than at grade trains because the ground is denser than air. Density = better sound transfer
Putting the train under a river was always a bad idea ask Newyork how it worked out for them!
Absolutely no on goes to a city and thinks wow I can take the train downtown. People living here are the ones that use infrastructure.
2nd street is the perfect place to put the train, it defiantly allows for proper access to downtown.
A train station by eau Claire would increase access for the rest of the city to use the path network by downtown great idea!
LRT is a Calgary project that Calgarians will be using who cares about the tourists.
Why would we wait to build the project we have the funding now and a reasonable plan to get it built.
Laycock park has a train beside it no one complains about that park!
This will finally let me have access to other parts of the city.
Councillor Godnick has no idea what she is talking about. Train is a better idea than the BRT system. North central already has busses
Putting the LRT by the curb will improve passenger safety, and reduce traffic impacts by reducing pedestrian crossings.
The city will never be able to afford a tunnel under a river just ask New York how it works for them when it floods! Massive damages=bigcost
Don't build it like Ottawa. Most expensive under-utilized transit system in North America. We need a Ralph Kline in charge of this project!
Putting the train by the curb will reduce traffic impact as curtsied lanes are mostly for turning/ busses etc.
Seriously European LRT is so poorly designed because they put it in the middle of the road. Too much pedestrian problems.
We would all much rather see the LRT built cut and cover going up C street too much disruption for not enough benefit going at grade.
Crossing the street to wait at a station in the middle of the road is scary I don't want that. Causes too much traffic disruption as well.
If you build the LRT at the curb you can basically use existing bus stations as LRT stops. AND the best part you don't need to cut lanes out
Bad decision to deatroy the Wetlands when there are other options. No to more surface trains. Can't stand 36th already. More congestions
Streetcar-style LRT, with good pedestrian access, wide sidewalks, trees etc. Need station at 9th Ave to serve local businesses and residents
Could divide instead of unite communities. Won't benefit neighbourhood businesses, students, residents if no stop before 16 Ave. Traffic.
Every year someone dies from getting hit. Remember the little kid? 1 too many when you can prevent it. Either underground or don't build it.

Centre Street - Online
Reduced lanes on Centre St. will push traffic to Edmonton Trail, which is already dangerous for cyclists and pedestrians.
No to more surface trains. 2nd St is too narrow already coming out of the park.
Centre St N needs to be tunnel - narrow street, business access. Surface will divide community, unsafe for peds. Do it right the 1st time
Moved to Waterfront for the Park. Not for a train to go through it and coming tonmy front door. Underground pls. Invested a lot for my condo
Crazy to put a train through a park and destroy the area. Underground only.
I'm concerned that a train at grade on Centre St will push car traffic to Edmonton Trail, which is very dangerous for pedestrians.
No at grade LRT line. Underground only. 36st is a disaster. Center would be worse as it is a direct route to downtown.
While the tunneling machine is underground, can we save money by tunneling most of the eventual route? Just build what's needed now.
100% NO to train through Eau Claire's Prince's Island Park.
Some internet ghostwriters have invaded the forum and made nonsense comments such as building bridge in park and in trashy Eau Claire area
It's a congested high density area already so a train passing through compounds that. It should be a tunnel through crescent heights
I am very concerned about pedestrian and bike crossings on Centre St with an at grade train. It will divide access between Crescent W & E.
It will destroy walkability (witness 36 NE). Major East/ west traffic disruption. Unsafe for pedestrians. Use BRT until can build tunnel
Having a surface line will take up most of Centre St, causes noise, and is more dangerous, especially a surface crossing of 16th Ave.
Forget train. Large 75 passenger gondola like Europe. Posts not tracks. Car every 5 minutes, , no traffic/pedes. issues &weatherproof
https://www.thepetitionsite.com/en-gb/886/932/085/yycgreenline/
Taking away two traffic lanes on Centre Street to accommodate the LRT is completely unacceptable. Put the LRT underground or cancel it.
https://www.thepetitionsite.com/en-gb/886/932/085/yycgreenline/
I hope the City is paying attention to this forum Seems most are against grade level and destroying Park. Underground pls.
Pls do not put a train through the Park. Streets on 2nd & Ctr St too narrow to have a surface train.
Underground. LRT at-grade along a major highway is absurd. 16th is a thoroughfare for many heading E&W.
A station is needed at Centre St. and 9th Ave to serve businesses, access Rotary Park, and high density housing (apartments near Rotary Park
Concerned about safely crossing Centre Street to access the high school. Centre St, Edmonton Trail and 16 Ave unsafe for pedestrians
This will increase traffic on Edmn trail, which is already far too car-centric. Plan needs a stop between Memorial and 16th!
Total incompetence proposing above ground through Prince's Island, the river walk and 2nd Street. Wake up!

Centre Street - Online
Some internet ghostwriters have invaded the forum and made nonsense comments such as not building bridge in park
How did this project get federal funding without having a detailed plan already in place?
Do not ruin Prince's Island with a train. Underground only. Wait until there is enough money.
Calgary's cold weather and poor transport force a driving culture. Now you are trying to force us onto a train that goes one stop...
Walk 18 blocks to wait at Centre st bus, to change at 16th Ave for greenline, this is inner city living/commuting

Centre Street (In-Person)

Centre Street (In-Person)
Prefer side-turning on Centre St. Seem to make more accessible stations, more integration
There is an opportunity to make it better for cars and pedestrians to cross centre street (E-W) with less N-S traffic
If surface have cars share train lanes
Continue buses in north add more buses on existing roadways
Side Running Train enables no formal stations just the sidewalks
Keeping the train over by deerfoot could create an opportunity to connect the residential areas to it by bus
Integrating into the community will be critical to make this work. Residential movement is so important here
Could there be a stopping point around 9th, instead of a large station? It's an important stop area, but with limited space
We may need to add east-west traffic calming which be a necessary pain in the butt
Need a tail stub Need space to stack trains No space at 16th will impact the highway
Query: why a five-block long tunnel under 11 ave south but at-grade on Centre Street North
Not in favour of a ninth avenue North station: 16th Avenue Station can adequately serve CH + two stations would eat up too much of Centre St North
The next 10-15 years will be a huge bottleneck in the area around Crescent heights
I do not see who this helps; especially in the Crescent Heights area. It seems like this is <u>just</u> to build a train
Very concerned with hearing train noise near our park in Crescent Heights throughout the night.
The lost vehicle traffic will be very negative for a lot of the local businesses i.e. lost customers

Centre Street (In-Person)
The Centre St bottleneck will deter people from going downtown at a time when we want them to go downtown
Around our home in crescent heights all our kids activities require driving, not a train. This will make it more challenging for us
9th Ave Station promised to community by councillor
If deerfoot is closed everyone goes Centre
I live in Crescent Heights now and I already have a hard time getting home from work now. Removing the traffic lanes will make it so much worse
High property tax area but ZERO transit value
hearing/seeing the train from my son's park ! (rotary)
Same amount of weekend traffic with less space = more congestion
decrease in property value (\$1.0 MM +)
16TH AVE IS ALREADY <u>CRAZY</u> !!!
No ridership for train on the weekend. Not used outside rush hour
9th Ave station increases crime in area (which is already bad)
BRT - How many lanes will it take If station is there width will not accommodate
Look back to the feedback already received Surface won't work
lost sidewalks on centre street (appropriation)
Crescent Heights residents would not ride the train - A LOT LOST for nothing
People here are both keen on a 9 Ave station, but also wary of it. Due to potential for crime and vandalism
The traffic will become very congested on Edmonton Tr, 4th, and side aves like 12th
Increased property values!
- Prioritize adding station at 9 Ave N - Provides access to Crescent Heights residents who are currently ignored
More viable density to support awesome small businesses
Need pedestrian + bike access to LRT bridge over the river valley. Most people who live here <u>walk</u> downtown. Pls make this work for our community
More vibrant street, less imposing for pedestrians
Having a train from here to Beltline will be a great advantage. Now I pay #10 - 12 for an uber
Could do a lane reversal on Edmonton Trail to help with traffic
Low floor design doesn't take as much space as typical trains

Centre Street (In-Person)
Bringing more business outside of downtown to centre
opportunity to add more cycling capabilities with less traffic
Better and more inclusive mobility
The crescent heights are should receive significant investment in streetscape + urban design. This will only be good if this is the "showcase low floor" example
make centre st easy + safe to cross
the stations must be where people want to go + where there is easy access. An example of bad access is the station "near" chinook mall'. Please take the time to do this right
Want to know how traffic entering and exiting downtown will be accomodoted with 2 fewer lanes
bring back the 9th ave station please. 16th ave is at the far end of our community so I can't see all of us walking north to go downtown
Centre St between Samis Rd & 7th Ave is very narrow, only 1 sidewalk. How can the line fit?
With the train on the street it will "takeover" the street. It will limit access to the places on Centre St by creating a barricade down the middle
Does this make sense for something that is so long term - reconsider this investment
Look back at traffic data from when Centre Street Bridge was closed 14th + Edmonton Tr were choked
Consider going from bridge into bluff and under center street
Concern - will swing into park because of needed space + avoiding houses
The noise and visual impact will be imposing
1) In favor of a 9th ave stn providing adjacent businesses aren't impacted 2) with reduced roadway space on centre, a concern is higher volumes on edmonton trail
How does it work when c-train connects with centre?
Don't lose businesses on Centre Street
There is no value to me, living near 9th, to have a station at 16th. It won't be easy for me to get on, and won't add to the business environment here.
Hoping for arrival of greenline on the west side of centre opposite samis road versus cutting through Centre A St NW
CHCA spent many, many volunteer hrs initiating a traffic study years ago. We eliminated a lot of cut-thru traffic. Can we be sure these calming issues will be up-held to keep our neighborgood kid/dog/walker friendly?
There will be an assumption of no parking around Centre St. and that will be bad for businesses
Edmonton Trail impacts with traffic
Adding a bunch of wires along the top of centre street will not help beautify the area.
Need 9 Ave Staton!! 9 Ave is more central to many businesses, 16 ave is a dangerous intersection

Centre Street (In-Person)
I don't see the value in stopping at 16th. It won't help get train service in the north
Added stress to Edmonton Trail
If there were a station at 9th I would be concerned about crime and decreased property values in the area
If you are so focused on budget you end up with something unworkable better not to do it at all
Radius of turns while they are climinb is a concern - can they do the right grade
Used to come to surface at 24 - buying properties to widen it - what happens to properties from connection to 24th?
Choke point which will require <u>properties</u> makes more sense to go under center
Is it a trolley type of train? How does it function
LRT won't remove vehicle traffic - it just facilitates development in suburbs
16th + Centre barely works now it will negatively impact the #1 highway
want the green line + public transit but don't screw up traffic on centre
Learn from our mistakes -> surface C-train crippled traffic west
Want centre street to be inviting to peds & comfortable to cross
Want train on centre street, make sure communities still are connected
HOW DO YOU ACCESS BUSINESSES ON CENTRE STREET THEY WILL BE TOUGH TO GET TO
Shortcutting through private roads will be only option - not sustainable
16 AVE DOWN CENTRE IS CRITICAL FOR MOBILITY LOTS OF DRIVERS
Concerned about traffic backup on centre st bridge due to train exiting to bridge.
MIXED MESSAGES PUSHING BUSINESS DEVELOPMENT AND THEN MAKING IT TOUGH TO ACCESS THEM
With signalization stopping traffic for train will make it even worse Rush hour will be undoable
No benefit to the north - just stop in Downtown 7th Ave until you can go further north
North first they have the population + need
keep the 2017 plan + wait for funding to do it right
In favour of starting in the south
Do a better job of explaining - things like why the budget only covers 20 km
You need to make sure it's convenient

Centre Street (In-Person)
Prioritize transit to airport
People don't walk to stations where is the parking
Economy has works for Europe here not enough density
Economy has shifted - train should be delayed until we know if we really need it
Is there enough money for operations + maintenance
Consider going on a parallel street + not centre
drill into side of hill + go under centre + come up at 20th
slow/reduce traffic, make it more walkable + pedestrian friendly
Good idea to put a station @ 8 ave or 9 Ave near Crescent Hts school
Why not Edmonton Trail? More density for ridership
Revisit grade separation of traffic on Centre -> willing to accept (prefer) cars on same lane as train
Can traffic be on LRT lines? Have them work together
There needs to be a benefit to people in Crescent Hts. Should not be a "all pain + no gain" - need a station
Side Aligned Makes more sense for safety. Better for distracted pedestrians to not have to cross traffic to platform.
Cheaper to go surface at 4th St + use money for underground on centre
Input on criteria is needed
Lean from Sunnyside don't go on the main street if you go surface
Station should be north of 16th Ave and underground
Underground makes more sense in crscent heights than in beltline
Long term impacts - there needs to be more time
Desnity makes it difficult to park already without transit it will be not possible w/ 16th Station
mobility doesn't seem like it will work with surface on centre
Green Line as is is of no value to community without a 9th Ave Station
CENTRE STREET IS ALREADY SO CONGESTED
end at Ogden. Use regional train systems to get to Airdrie/Okotoks/Strathmore
Do the hard stuff FIRST. Build Ogden to North. Higher ridership along Centre Street N.

Centre Street (In-Person)
UNDERGROUND CENTRE ST IS CRITICAL
Centre St is major artery Can't become 36 ST Mobility acces to downtown is vital
Community is already divided this makes it worse
Go back to high floor trains + use existing bridges
THIS IS CRITICAL TO GET RIGHT
Prince's Island is a special part of the city. Make sure it's not ruined
Another Bridge created issues: life safety for rafters, disruption to river ecosystem (fish, birds, etc), fisruption of river flow -> erosion
What are the grade differences between centre street + new bridge?
Safety of underground stations an issue in the downtown.
Consider crime aspects - terrible downtown - who wants to go to underground stations downtown
water table makes this problematic
100 million should not go to BRT use it for LRT
Pick one buses or trains not both
don't double up no brt + lrt in same place (16th - 6th)
Laybys for buses required
BRT MAKES SENSE
a) How steep is the grade of the proposed bridge over the Bow vs. The Centre St bridge grade? b) Can we revisit the Centre St at grade to be unseparated from traffic, similar to Toronto streetcars or other cities, where cars/buses can follow the train on the same lane?
I'm concerned that the decision was made to drop the tunnel under the bow after consultation (months) with thousands of Calgarians who knew the cost would be higher + construction would be more complicated and were willing to accept longer phasing for the project.
Comments/Queries Regarding Two Important Segments of the Centre City Stage 1 Green Line, and Three Very Important Intersections Where to Tunnel, Where to Run At Grade In the updated stage one alignment, it has been asserted that the 11th Avenue SE segment needs to be below grade to effectively pass under McLeod trail (northbound and southbound at 2nd and 1st Streets SE intersections, respectively). The updated at-grade configuration for Centre Street North at 16th Avenue is equally as sensitive an intersection as McLeod Trail SE, but currently contemplates a future at-grade intersection for the very busy roadways of Centre Street North and 16th Avenue, the Trans-Canada Highway 1. Why is 11th Avenue SE segment to be tunneled (cut and cover) under a one-way roadway in a wider right of way, but Centre Street is at-grade in the narrowest segment of the North Green Line corridor? Why could a segment of this tunnel not be reversed: a tunnel in the key segment of the Centre Street

Centre Street (In-Person)
<p>corridor and run the train at grade for the less sensitive portion of the 11th Avenue SE segment? That is, take the 11th Avenue SE below grade where it needs to go below (at McLeod Trail but at-Grade from 6th Street SE to a portal east of 2nd Street SE (McLeod Trail northbound).</p> <p>Again, why a tunnel under several blocks of 11th Avenue SE, but an at-grade alignment on Centre Street? For two of the four long blocks between 6th Street and 2nd Street SE in the 11th Avenue Corridor, there is NOTHING along the North edge of the 11th Ave right-of-way but the CP Rail track and way. In Crescent Heights, there is a vulnerable residential community on both sides of the Centre Street corridor from 7th Ave North to 16th Avenue North.</p> <p>Consider the comparative distances:</p> <ul style="list-style-type: none"> • 6th Street SE to McLeod Trail (northbound) along 11th Avenue SE right-of way is 0.7 km • 7th Avenue North to 16th Avenue North along Centre Street North right-of-way is 0.8 km <p>It is suggested that a portal on Centre Street, South of 7th Avenue North, would be the least disruptive location for such a portal in the surrounding residential community.</p> <p>Respectfully Submitted, [Personally identifying information removed] Crescent Heights</p>
<p>Prefer side-turning on Centre St. Seem to make more accessible stations, more integration</p>

Bow River Crossing (Online)

Bow River Crossing (Online)
<p>How will the bridge reconnect into Centre St N in an unobtrusive manner or without causing southbound traffic interruptions?</p>
<p>Fine with this portion, as long as prince's island is not destroyed completely.</p>
<p>A bridge can be done well, but make it look nice please! It more enjoyable for passengers too.</p>
<p>You are killing the Jewel of the City. Prince's Island Park. Way to go.</p>
<p>Please incorporate wide cycling infrastructure on this bridge. This is a major pedestrian route.</p>
<p>Do not destroy our green oasis in downtown! No design will make justice to the damage done to nature. Save this place for future generations</p>
<p>The island is the nicest park we have in this city. Let's not stick a train bridge in top of it for the benefit of saving some cash now.</p>
<p>This alignment will likely destroy the beautiful wetlands area at the end of Prince's Island as well as the greenspace on the bluff :(</p>
<p>Please spare the natural area on Prince's Island!!! We don't need to parallel existing bus/lrt lines.... start North green line at Banff Tr?</p>
<p>Destroy the park no one uses it. All other alternatives are bad ones.</p>
<p>A bridge over prince's island would ruin it</p>

Bow River Crossing (Online)
Bridge needs to minimize impact on the park and the pathway system. Design is going to be key & needs to be high quality
This could be similar to "Kensington" LRT bridge so I see it as a good solution.
Great cost savings idea. Calgary is GOOD at building bridges over the river . We have NO really great experience tunneling under it!
Putting the train at surface along 2nd St is a short sighted solution related only to cost and will leave terrible legacy, put it underground
Complete it now via bridge.
Bridges can be made nice and would go over a tiny part east side of the park. Park being destroyed is fear mongering. Stop the NIMBYism
Would like to see a new rendering video showing how things line up. At grade crossing at Centre could be tricky
more transparency; how much does the crossing reduce the project? What is lost compared to the tunnel? This option cant be better? Can it?
Terminate line at SAIT or Bridgeland station. Riders transfer to DT line or walk to MAX Orange stop.
Lower cost and risk of bridge vs tunnel is understandable. Please minimize impacts to the Park and river pathway.
To build a beautiful bridge that compliments our city and not a concrete lump like the 17th Ave BRT Bridge. Calatrava should make it.
It would be great if the aesthetic of the bridge matches or echoes that of the Peace Bridge, adding to Calgary's distinctness.
Having the train above grade over two prominent green spaces is absurd. Princes Island Park and the Memorial Stairs will suffer from this.
A bridge over Prince's Island Park is counter-intuitive. When was the last time you spent time under a bridge in Calgary... #allaboutmoney
The bridge is ok idea. Dont waste money trying to make it "beautiful". Just make it functional. Save money for other things.
Bride will be impactful to sensitive area, so make the bridge special and as un-disruptive as possible to be architecturally attractive.
Implementing this portion of the line commits Calgary to a bad design for political reasons. It should not be completed.
The effects on wildlife and wetlands will be severe. User experience of Prince's Island Park will suffer. It is the only green space in DT.
Affects culture and arts projects at Prince's island. Noise would affect Shakespeare on the bow, folk fest, etc.
A fundamental change to the peacefull nature haven created in downtown with negative implications to wildlife and property views. Horrible!
Tunnel is too expensive, so a bridge is a good compromise. Given that it will be on the east end of the island it shouldn't be disruptive.
"Options: West of centre street is a park where kids play.
East of it-no park.
Who in their right mind would allow the currant proposal?"
The proposed crossing will negatively impact Prince's Island Park. Please go back to the previous underground river crossing.

Bow River Crossing (Online)
Do not have the Green Line cut through Prince's island park. It will wreck it. Place it along the existing Centre St bridge or underground
It will absolutely ruin the Prince's Island, Bow River, Riverwalk experience. The design must be sleek and fit with the park.
Align the bridge closer to existing Centre Street Bridge to avoid ruining the experience and views of one of the best parks in Calgary (PIP)
Local traffic, downtown rush hour traffic, pedestrians, park users, and bike path riders need to be accommodated.
In the winter transit buses tend to get stuck going up Centre Street hill. How will a c-train manage the steep incline?
This line belongs underground, having it go through Prince's Island is a terrible compromise. This needs to be done properly, not cheaply.
The north leg from downtown as surface is awful all the way around but the bow crossing is the worst. I hate everything about this idea.
No. More. Bridges.
Impossible to minimize impacts on views, environment, and the park. You are putting in a bridge with a train crossing it.
Idea below great, have bridge east of existing centre street bridge.
Too damaging to Princes Island Park. Put bridge east of Centre Street.
P1- The planning and design objectives need to be updated. It is missing the most important criteria. Lower cost. Cost savings. Reduce cost.
P2 - The biggest cost savings of them all is to not do the project.
Running a bridge over Prince's Island will ruin a large portion of the park, and one of the most pedestrian friendly areas (Eau Claire)
I worry this will ruin prince's island park and the bow river pathway for pedestrians and cyclists
The park is going to be destroyed and the Eau Claire TOD buildup is going to be atrocious if this is half underground, half above grade
Utilizing Centre Street Bridge seems like an obvious money saving opportunity. Saves Princess Island too.
"Sink it (tunnel) or swing it (east of Centre street)
Avoid that park as the costs of a tunnel will pale in comparison to the devastation!"
Don't pave paradise and put up a C-Train. Has the City calculated the reduced value of the park as a result of running a train through it?
On a quiet day, stand a block away from a C-Trian station to understand the noise pollution a train will bring to our Park and Riverwalk.
Running Green into downtown East of Centre St is a great idea. GL doesn't need 6 stations downtown, one good transfer point and out the east
Project should maintain the tunneled portion, or wait until funding is available to do the work correctly.
Ruining the only large DT park and established wildlife habitat we have. Destroying future options to make Eau Claire a real gem!
Please do things right. The legacy of the above ground LRT (Stephen Av to 10th St) still impacts the commute from the west. #iameauclaire

Bow River Crossing (Online)
Shortsighted! This will be permanent blight over Princes Island park for the sake of cheapness and mediocrity. Do it right or not at all!
What about the impacted residents? If cost is an issue, the residents will be screwed and sent packing. Thx City of Calgary! #iameauclaire
1) Another poorly planned ill-funded scheme, but this time with permanent repercussions. Tearing up 2nd St, building a bridge through...
2)parkland and pathways, ripping through neighborhoods; destroying homes and businesses all along the way. Awful.
If this permanent dt calamity is inevitable can't we enjoy our skyline, our coveted parks, and commutes until it's fully funded and planned?
Adverse impact on the quietness, view and use of the Prince's Island Park by the public and potential legal challenges of stakeholders
You need to take into account the potential delay to the project and legal costs in your budget
Great idea to cross the river via bridge but should core into north river embankment and run LRT u/g northward. Similar to LRT in Edmonton.
Opportunities to make the bridge also a pedestrian/cyclist bridge over the Bow?
"The bridge makes sense, however should tunnel into the north hill bank of the bow.
@ grade alignment on Centre doesn't work. Need new route"
opportunity to have combine access with bicycles and pedestrians across the Bow River.
Save the park and our downtown. Build for the future and don't be cheap. Tunnel is the solution to less noise, better pedestrian experience.
Challenges - increased noise, danger to wildlife habitat, eye sore, reduced value of the public park Prince's Island Park.
Challenges - increased noise, danger to wildlife habitat, eye sore, reduced value of the public park Prince's Island Park.
Trains need to run fast to attract users and this is hard to do at-grade with many crossings.
It will be a huge mistake to spend money crossing the river when we only have enough money to extend the North line 0.8 km to 16ave.
Tunneling under the Bow was crazy, this (or even the "first draft" plan from transit design department using Centre St Bridge) is better.
The interaction with the existing MUP, pedestrian bridge and island must be handled very carefully
Slope down the East side of Centre St S down Memorial E, and cross over the Bow River near the Drop In Center.
Let's drop the ego here and approach Elon Musk's "Boring Company" and see what solutions they can offer, at/under budget.
Multi-use pathway as part of the bridge
Interaction with the riverwalk through Eau Claire - please keep this corridor great as it is used and enjoyed by 1000s of people every day
Due to environmental impact , pedestrians and traffic safty, tunnel under river will be the best choice.
Want the 9th avenue station returned. It is a long distance between eau claire and 16 Ave. and long walk to cross the river

Bow River Crossing (Online)
The cost to build over the river is still too high, especially given there is only 1 station planned. End the line at 7th avenue for now.
The cost over the river for just one station ? This does not make sense. Better to concentrate on south of the river first.
We have an opportunity to build an underground subway and be at par with other world class cities, the bridge is not a good solution.
An above ground train station at Eau Claire is a terrible idea that will increase noise/traffic for residents and ruin the river walk
I don't mind a bridge crossing, as long as the rest of the green line north of downtown was underground
This seems to be a much lower risk and lower cost option
Bow River Pathway access and continued quality.
Sensible river-crossing solution considering all factors. Would like to see the bridge go into the hill and continue submerged on Centre St
Huge opportunity for a mixed-use Transit and cycle bridge similar to Portland.
Congratulations!! Running a bridge over the park and right up to children's bedroom windows makes this the dumbest proposal of the decade!
Don't create something that the future generations will blame you forever.. spoils the park, walkway and communities around - dumb idea
My concern the environmental and infrastructure impact of a bridge going into downtown through Prince's Island park.
A bridge with a train is highly impactful to the park areas and the river valley itself. Spend the money to do it right. The city's worth it
Above grade option will destroy the integrity and value of Riverwalk and Park. Think about residents of the area and park/riverwalk users.
Do not ruin Prince's Island Park for the people and the ecosystem that exists there. Wait to build the tunnel with proper funding.
If you don't have the resources to do it right then don't do it but don't ruin the city roads and parks
Ok so you want to divert a train to make sure it destroys a park and runs 20 feet from childrens bedrooms in the waterfront development???
The least appalling option for all Calgarians. You'll destroy everything the city has spent decades to build; the nature, the pathways, etc.
Bridge will provide more ped/cycle access to Prince's Island Park from the North. An iconic design will improve the view from Eau Claire.
The entrance to Waterfront condos underground parking will be blocked by surface routing along 2nd St. How will parking access be provided?
Can't you use the existing Centre St bridge instead of making a new bridge over Prince's Island? I don't want the park to be ruined.
Should use center street instead of 2nd street to avoid building a bridge over prince's island wetlands/park
Why not connect to existing lines (via centre st or kensington), save \$, & spare prince's island another disruptive, noisy, bridge?
No consultation has been done with the residents in Eau Claire! The government will be taking my home for a train to nowhere!
Building a huge bridge through princes island park is a very poor choice just make centre street bridge wider.

Bow River Crossing (Online)
Events such as Shakespeare in the Park and Folkfest will be made less enjoyable with the train noise. Please don't harm the park.
No consultation done with Waterfront 1000+ unit owners. The bridge is right beside the building, noise and vibration will impact residents
City saves money at a cost to all Waterfront condo owners. They will lose the access to parkade, quiet community and scenic view.
All owners in Eau Claire can sue City for change of route without due consultation with them. Why can't City re-route to Macleod Trail?
Fine with bow river crossing who cares about a small portion of the park no big deal
Destroying the connection between Centre Street, the Centre Street Bridge and the bluff, and bisecting Prince's Island is a terrible idea
I think a beautiful above ground crossing, while not preferable to under, can look good if it complements peace bridge for instance
Proposed bridge across the bow will negatively impact entire residential block east, both in terms of noise, sightline, and property value.
Consider just using Centre St Bridge to cross the Bow, since surface alignment will decrease traffic on Centre St N. to one lane anyway.
why decrease traffic down centre st until the very end, then veer off at the last minute just to ruin our only downtown park?
Underground protects both the Bluffs and Princes Island. Can you imagine an unsightly bridge over the Bow?
Drop a track onto the bottom lane of Centre street bridge with slipways from Centre street for cars to access Memorial. NO MORE BRIDGES!!!!
The only way this proposal could be more idiotic is by running a bridge over a park and into a 1000 family residential building. O wait.. U.R
need bike path and pedestrian walking path on the same bridge.
To overcome the steep slope for bikes & pedestrian up from Memorial Dr to Centre St, can use escalator from Edmonton's 100 Street Funicula
cover up the bridge like the Peace Bridge at Prince's Island Park to minimize the noise
Do not destroy the island and the entire area! No bridge please. Don't be cheap.
Crossing onto south side of river looks very problematic for park and existing residences. How high above 2 ST SW will it be?
I absolutely loathe the thought of impacting Prince's Island Park at all, and am heartbroken at this option
A city councilperson who votes for a surface bridge over the Bow automatically loses my vote to a new candidate.
abridge can't be minimal in its impact to views. Do it underground or not at all, until there's funding. #3 bus and BRT are just fine.
Short-minded solution. In Europe many crossings built over the 80/90s like this have been taken underground recently due to environm. impact
This could be really beautiful through the park and across the river. If it minimizes costs so that this project can be built, I support it.
I would like to see extensive research done about The impact on birds and wildlife in princes island if a loud Ctrain is going to cut throug
A terrible solution - ruining east end Princes' Island Park for people and wildlife and lowering property values of nearby condos. COME ON!!

Bow River Crossing (Online)
The bridge/land connection on the north end should allow for a future tunnel portal if wanted later.
This is going to affect the park, the environment, and all residences in the neighborhood. Not a good idea.
I don't want to see the east side of Princes Island in the shadow of a massive concrete structure. Consider moving the line to 1st St SW.
Build the South portion from Seton to the Core first and put the river crossing on ice till a cost-effective idea is proposed.
Why build south? it goes predominantly through industrial area with minimal service to residential areas. Needs a complete rework!
4.9Billion\$+6 years of planning... So a bridge can destroy a park, wildlife sanctuary and more that a 1000 family homes? Who's getting fired
A train & a bridge through the Cities best park & the wetlands, seriously? Go back to school on this one. Horrible idea!!
An ground-level station at North end of 2nd street just before entering a shallow underground route for downtown would be best. (Pt 1)
The added expense of bridging the Bow river does not justify the short northern reach of the green line
An attractive bridge crossing into the escarpment at McHugh Bluff with Pedestrian & Bike lanes on either side of the bridge would (2)
give beautiful view of the downtown core, as well as the access to downtown for pedestrians and bike traffic. It will allow the use of (3)
Parking lot below the bluff for park visitors, etc. For the space below the bridge, you can turn it into attractive destination shops, (4)
The Bow river pathway is a major commuting thoroughfare, is heavily used by active Calgarians and visitors. It should not be impeded
Restaurants, meeting spaces, etc. Also will provide a natural break / sanctuary for wetland on eastside of island from busier west side (5)
of island. It will also provide opportunity to build a year/round event space / amphitheatre on the west side of the train bridge to host 5
bigger events and cultural celebrations. West facing benefit from longer sunlight exposure, can incorporate solar / wind elec. generation
They should level Eau Claire Mall for a station or for the Tunnel/surface "portal". Also this should be the most northern extent of the line
Re-engerizing / beautifying east side of island, yet also an opportunity to develop into a wet-land demonstration area for children to visit
One station North of the Bow is not worth the cost of a new bridge or tunnel. Use the Center St Under-bridge. And it will hide the tracks
1000+ people use the bow river pathway to commute and for recreation and tourism. We don't need more restrictions like all of this summer
Terrible idea. Wait till there is enough funding to do it properly without damaging the existing beauty of the park.
A bridge is a great idea rather than a tunnel. I would think the bridge will go over the pathways and the east end of the park. No impact!
Bridges are built by local companies...tunnels are not. The challenge is to design a bridge that complements it's location and settings.
Why not put the train on the Centre St bridge if you're already going to use up 2 lanes of Centre St in Crescent Heights??
A new bridge over the river will ruin views of Centre St bridge, the skyline, and ruin the river pathway/Princes' Island park experience.

Bow River Crossing (Online)
The addition of numerous crossings at Centre St will reduce citizen/vehicle connections and turn the area into a ghetto!
The way to go is underground. Make Calgary downtown a place where people want to live and not just come to work. #SavePrince'sIslandPark
Green Line north section should be stopped entirely until it can be properly constructed underground.
Why just partially damage our central park? If our "leaders" just want short term savings, convert the rest of the park into a parking lot.
I don't know what the City is thinking. Prince's Island Park is a jewel. Why destroy it with a train. How stupid.
Don't destroy our central Calgary wetland with an eyesore and noise pollution.
Why is their only 140 characters to describe this destruction? I think I need to find a phone number and call non stop. How is that?
Yes to bridge crossing, it is a reasonable solution to the problem. Will barley affect the park.
Bridge is the way to go. Turning centre street into one lane north south is an awful idea.
People saying train should be underground have never lived near a train line it make no difference in sound, earth dense vibration travels
Who cares about one little entrance at the far end of the park get over it people bridge is the way to go here.
We have lots of parks a minor impact to the far end of the park is not a big deal.
Green-line south should be stoped entirely, north section should be built first.
I am all for a bridge out of downtown, not a big deal
As long as damage to the rest of the park is minimal I don't really care if it is bridge or tunnel.
Make sure the entrance to the downtown portion has a built in flood management system
Tunnels make as much noise as a bridge, the ground is dense and sound travels through it.
Anyone who has been to Toronto knows that you can hear the subway from street level princess island will be loud either way.
140 characters to cover the damage a bridge will do to nature, local residents, recreational grounds! Need longterm solution for 200+ years.
Tunnels in Montreal don't make noise. Same in many other cities across the world. Look at better examples!
We care so much about the environment in this city that we put yet another bridge across the river and now the wetlands! How green is green!
Train sirens from the train crossing through our Riverwalk will be heard throughout the park. This will damage the value of the park.
The siren noise, is noise pollution. In a Park. Way to go, City of Calgary. Pedestrian traffic, with have sirens constantly. Very stupid.
This site is removing comments against the bridge crossing. Have seen multiple comments against a bridge deleted!!! How is this forum fair.
"Lets take the family for a fun day under the railway bridge" ... said no parent ever!
2nd street at Riverwalk is one of the busiest pedestrian areas and a frequent area for running events. Don't damage this with a train.

Bow River Crossing (Online)
Redevelop the Eau Claire Market along with the construction of the 2 ave station
Terrible. Views, environment and use of Prince's Island will be irreparably damaged. Impact on River Run & Waterfront will be very bad.
The project will be over budget. \$4.9B will soon become over \$6B, and only for 60,000 riders. That's \$100,000 per rider. Financial disaster.
This bridge will detract hugely from the natural beauty of this area and impact residents immensely. NO to the bridge.
Far more people enjoy our central park (hundreds of thousands) as compared to the alleged 60k who might use this \$5 billion+ train.
Pedestrian traffic at Riverwalk and the end of 2nd street is incredibly busy in summer. With a ground level train, there will be fatalities.
Ground level trains means there can be no sharing of trains between the other lines and this line, resulting in higher costs.
The 14m minimum road clearance for tracks are not met on 2st. Only 11.85m now. Are you going to take even more of the already narrow sidewalk
This means the train will literally run even closer - within feet of our childrens bedroom windows in waterfront every 20 mins all day!!!
What parent would ever agree to this proposal- who would agree to child abuse like this?
This will destroy the wetland and habitat for wildlife in the area. Think about the park and preserving the natural environment!
Cross alongside centre, up from 1st street SW. Great dev opps downtown, less wetland impact, less length of bridge crossing
I think it's great. I like the idea of a bridge rather than a tunnel.
There's no way this will improve on the natural beauty of Downtown's greatest green space. Would you put the subway through Central Park?
Please estimate the reduced value to Prince's Island Park as a result of running a train through it. Don't proceed without knowing the cost
Well designed, with a cycle track incorporated, this bridge could be a helpful link over the river. But I'm worried about Prince's Island.
Remember that reduced park property prices due to a train will mean those not close to the park will make up the property tax difference:)
Terrible idea to cross the river at a world class park to pacify elites who never take transit and cannot dream of Calgary being great.
We need to run this segment underground, it will be an absolute blight on Prince's island park and downtown.
The City spent 8 years and \$400M planning the Greenline and the plan is to run a train through a park without accounting for the harm. WTF.
Going under the river is the best option. Don't be "Penny wise pound foolish!"
Terrible idea to have a station on 2 Ave and to cross the river at a world class park to pacify elites
I think a station at 8 avenue will greatly reduce the effect the surface train will have on slicing the community in half and create a node
Exacerbates downtown vacancy by decreasing condo values and deterring pedestrians from the Riverwalk. Consider transient population.
North section should be built before further exploration downtown. Calgary is struggling to attract long-term residents in the core.

Bow River Crossing (Online)
Prince's Island is one of the few jewels in the inner city, and you're going to ruin it by running a train bridge across it? Why?
Most Calgarians ignore Greenline news because it's dragged out 8 years so far. If most knew the Park was being damaged they'd be outraged.
Having a bridge over Prince's Island Park will ruin one of the best parts of Calgary. The line needs to be underground from downtown to 16th
Why only 6 weeks to respond to a sudden change made behind closed doors- keep it in a tunnel under the park as discussed for years before.
Safety issues with train at grade at entrance way to park many pedestrians, children. Keep it underground!
Costs of well documented mental and physical health effects for those exposed to a train outside their window will be a horrible experiment
The updated alignment will ruin the beauty & tranquility that is Prince's Island Park!
No one with integrity votes to run a train through a park where there is no cost benefit analysis completed that confirms a net benefit.
"This is a terrible idea.
This will completely decimate the park area, it's sense of community, and livability. Noise, view, and walking."
Most people in Calgary have been to princes island less than 2 times in their entire life. It is not a big deal to berm it and run train
Existing C trains are not eve louder than traffic noise.
Berm the west side of the park expand the park, and run a train through it thoughtfully. It will barely affect the park.
I have integrity and I vote for the project don't be insulting people!
I for one would love to live in a slightly less pricy condo, this will increase the amount of people that can afford downtown life.
The proposal affects less than 10% of princess island get over yourselves people.
World class park? Go to any major city in the world and ask if they have heard about princes island park. No one outside Calgary knows it
Anyone been to Central Park in New York? You can hear the subway in central park, yet people call it a world class park.
Laycock Park has a much bigger much louder train, a highway, and a busy overpass beside it no one over their complains.
Bottom Lands park has a big Chu Chu beside it it is still a nice park!
St Patricks Island park is next to a highway, and a C train line it is still a very nice park!
Edworthy park has 50-80 car diesel engine trains running through it no one complains! It is still a great park!
Hey Bow Mount Park also has trains running through it! I love walking my dog there!
Glenbow Ranch Provincial park also has a train going through it and that is my favourite park in the world!
Fish Creek has a train through it no one complains. Princes island and the world goes mad!

Bow River Crossing (Online)
Wild Lands Park has CN rail going beside it I STILL LOVE GOING THERE!!!!
Shaganapi point Golf course also has a train it is one of the nicest green-spaces in the city after all! Let's just work together!
"Train = Bad
Park = Good
Figure it out city"
I stare out the window all day longingly at the park, it's such an amazing view, and if a train was there I wouldn't see and birds there
We should build a train! I would love it if tons of innocent geese got hit because of putting it in a wildlife area.
Let's just drain the river! I would love it if my kids had a nice big pit to play in, I hate that eyesore of a river!
Why even build a train? I could just snap away half the property value without spending all that money.
Build a train, and make the property value pay for it!
I didn't know the Simpson's Monorail episode was a documentary.
I come to you with the greatest idea it - no it's not for you, it's more of an Edmonton idea.
We need to build a MONRAILLL, chant it with me, MONORAILLL, I'll sing a song about it at the town hall meeting.
A bridge over the river is okay. On north side it should go into the hill to make the tunnel under Center Street
On south side the tunnel should go underground where the little bridge is now. Condos do not want noise of trains where now it is quiet.
The drain river for the pond can be re-routed. The riverside pathway will remain uninterrupted. A new bridge to the island can be built.
Bo The Cat convinced me, we should not build the train overtop the river. I'm sorry for my lack in judgment.
I would like to thank Glenn Davies for respecting my opinion enough to read and alter theirs because they read a point they agreed with.
Thanks for that Bo The Cat! I just wish city council was as smart as I am.
Unfortunately, considering the current handling of this project, I don't think they are Glenn.
Very true Bo! You must be a good cat, can I give you a virtual treat?
Give me a treat! I love food yum!
gives treat to bo
GLENN LEE DAVIES GET OFF THIS WEBSITE NOW WITH YOUR PROTRAIN PROPAGANA I NEED YOU TO MOVE OUT OF THE BASEMENT AND STOP TALKING TO ONLINE CAT
I'm sorry mom I've been a bad influence on this cat and all my protrain propaganda was terrible, just like those who think we should build.
Glenn can I have another treat? I'm really sad after reading all the protrain comments...

Bow River Crossing (Online)
Glenn? Where did you go? I'm sorry for making fun of the protrain movement... come back
WE NEED TO REMOVE THESE PEOPLE FROM THIS WEBSITE THEY ARE RUINING IT WITH THEIR PRO TRAIN PROPAGANDA AND OFF TOPIC DISCUSSIONS
I wholeheartedly agree with John and believe this website should be fixed
You are the problem you stupid cat
THE ADMINISTRATORS ARE DELETING COMMENTS FROM BOTH GLENN AND BO THIS WEBSITE IS NO LONGER A VALID INFORMATION SOURCE
A bit disappointed about yet another bridge and the fact that a tunnel doesn't seem to be feasible, but I guess we all are :)
I don't mind a train through the park - it can contribute to city life! As long as bridge architecture is great and noise is mitigated.
Save Calgary's Princess Island Park, return to an underground alignment
Protect the Princes Island wetlands return to an underground alignment
Forcing a needed up to 14 m design into a restricted 11 m 2nd street size is a design failure
"Protect pedestrians and cyclists a ground level 2nd street puts the public at risk.
Too many have died with historical safety gaps"
Ground level 2nd street interferes with emergency vehicle access putting people at risk
Stop deleting comments opposing the bridge, while hoarding comments in favour of one! Dont turn this forum into another joke! Tunnel the LRT
None of my comments have been deleted. Someone is trying to make it look like there is less support than there really is.
Stop deleting pro train comments!
Yes John lets remove freedom of speech comrade only your opinion is valid! I think I know why moderators would delete your comments!
Wow i never thought about all the parks that have trains in the city I agree, a bridge over the bow is a great idea! Lets do it.
Lots of parks in this city have trains in/ around them I don't mind it at all and neither do the birds.
Tunnelling under the park would create potential for a massive sinkhole like in Ottawa. :(
The reduced value of our island park, as a result of running a train through it, will be a greater cost than a tunnel. Don't damage the park
I AM DOG WOOF WOOF I LIKE PARK IT IS FUN YES I DO AND THE PEOPLE GIVE ME PATS DON'T RUIN IT WITH A PARK
Hey Bo... Im back, and I think the train is a bad economic move for the city as a whole.
Hey Glenn! Missed you, glad you realised that the train could easily ruin the best park in the city. Got any treats for me?
Oh for sure! Ive got a whole bag of delicious treats. You deserve them for being such a good train hating cats. *Gives bo the treats*
Yum yum Glenn! Thanks so much for the I hate train treats. I do not like this train idea one bit!

Bow River Crossing (Online)
GLENN LEE DAVIES GET OFF THIS HORID WEBSITE WITH YOUR ONLINE CAT CONVERSATIONS AND GET A JOB
That's tough Glenn
Nevermind, I just threw a massive toy train at a goose, and it hated it! The people also "didn't like it" and now i'm "in jail" got bail?
This park is smaller than those mentioned, also positioned in such a way that any noise from the train would be amplified. Tunnel that train
U took d right decision 2 go undergrd earlier. Now just bcoz of economic down turn don't make it wrong. Better delay d project & do it right
If we run a train through our best park, it will go down as the most money City Council has ever used to cause harm to our City.
Running a train over Princes Island Park is the worse idea ever! This is one of Calgary's jewels - why would anyone think this is positive
This alignment would diminish the value of our central Park, Riverwalk, Centre Street and 2nd St. Don't be wilfully blind to this huge cost.
absolutely crazy idea of at grade project. just because of no money?? shame on you City!!! going cheap even if a lot is a stake!
TEAR DOWN THE PEACE BRIDGE. TRAIN UNDER RIVER. Unrelated ideas.
\$5 billion for a train that would damage our central park? Don't do it. Stop the south line downtown and improve BRT north.
We cannot have two separate lines. This change will enable the original vision. Building good service north will be enabled by this.
Careful consideration of impact on park and river spaces in this area.
The plan is to pour concrete pillars through a rehabilitated wetland and break-up pathways the City already spent a lot of money on? NO!
At-grade through Eau Claire/Prince's Island instead of underground only saves \$125MM on a \$5B project. Defer until you can properly fund it!
The revisions are poorly planned! The c-train must be below grade through eau claire and the river crossing, otherwise this will be terrible

Bow River Crossing (In-person)

Bow River Crossing (In-person)
Incorporating some aspects of making the bridge a city/cultural icon that integrates with nature e.g. east village
A new bridge could open opportunities for people to get in/out of downtown on bike/foot/scooter
Have a pathway with the bridge like the MAX purple over DeerFoot Centre Street sidewalk too narrow
Noise from the trains arriving in the area
Some rendering support that Bow River Bridge (or north end of it()) might cut into McHugh bluff - should be avoided
"Bridge - destroys view

Bow River Crossing (In-person)
Reduces it to one lane with curve"
Crucial that from where train leaves Centre to where it lands in downtown be as light a footprint as possible
"THIS IS A HEARTBREAK
- WETLAND IMPACTS
- ENVIRONMENTAL
- RIVER PATHWAY"
"alot of seniors looking for quiet retirement - walk to park, share with family + friends
stay off our road"
They are stressing the seniors out would you do this to your parents?
Biggest challenge is destroying the aesthetic of Prince's Island Park and riverwalk i.e. concrete overhead
Major concern is the physical impact to the wetland and bird species
Concern about impacts to birds and environment
A nice bridge could make it look better, but all the columns/pillars will be an eyesore
"only solution is a tunnel - doesn't work otherwise
learn from your mistakes"
Won't at an at-grade station and crossing require all kinds of bells, gates etc? what a negative impact to a beautiful, peaceful area!
every committee member needs to look at 2nd street bird migration how to put this monstrosity in this small space
concerned about environment + prince's island
Biggest concern is permanently damaging the wetland and environment of Prince's Island Park
DAMAGE TO WETLANDS IS IRREVERSIBLE
It won't feel right to have a bridge at Prince's Island. It will take away from the experience of the park
Agricultural calculation for updated stage 1? # people/birds going to die?
considering life span of bridges - tunnel makes way more sense for long term investment
Safety, access, disruption. value, river walk safety and experience
WHEN YOU AMMORITIZE IT OVER 100 YEARS IT'S WORTH THE EXTRA \$ TO BUILD THE TUNNEL
Growing calgary long term - need the tunnel surface doesn't serve growth NY did it right

Bow River Crossing (In-person)
Concerned brakes will make awful noise as it descends into downtown
height of bridge vs centre street bridge is centre street going to be blocked
misleading leveling of bridge [?] Where do you access bridge
Just do the south and stop at 7th ave or tunnel to 2nd ave + stop north BRT for future LRT
The traffic during construction will be absolutely awful. A tunnel might make it better

Downtown (Online)

Downtown (Online)
Would a road closure be required along 2 St SW north of 3 Ave to accommodate the tunnel portal? I like this, as LRT ridership will be people riding to work mostly into/ out of downtown. focusing too much on the new district not good
Revitalize eau claire
Ensure it's obvious how to connect between the different LRT lines
Overall this part seems positive and will improve transit capacity into downtown without causing much traffic disruption
Overall looks good. Would be nice if 3rd St SW can remain open to east/west traffic. Shallow station design is big improvement.
This could boost surrounding developments but at the same time cause a lot of congestion for bikes, pedestrians and cars.
How does this impact the parkade entrances on 2nd that are north of Riverfront?
Yes! Revitalize Eau Claire!
Terrible. Cutting right through Riverfront condo entrance and Eau Claire townhouses. Imagine walking out of your home onto train tracks.
2nd Street is narrow, especially through the residential area by Eau Claire and Riverfront condo. How will you fit station and/or tracks?
Revert back to the full LRT infrastructure being underground. That's the best way to minimize impact to existing properties.
Why doesn't the Green Line connect into the tunnel under City Hall? Useful as a private transfer for Transit, between Green and Red lines.
Downtown is staying protected by underground is crucial, this is a best case scenario. Hope for Downtown stations to have multiple entrances
What will 2 street portal and station mean for local residents?
2nd Street narrow as is with condos and townhouses in very close proximity. Where is the space for tracks and surface station?
Entrance to and from eau claire as well as condo and townhouses will be compromised. Not to mention noise and congestion.

Downtown (Online)
I hope this brings some much-needed new life to the Eau Claire area. Will it be part of the downtown free fare zone?
The alignment goes down 2 ST SW into Princes Island Park between two residential buildings putting a train on the building's doorstep.
Skips this - have the south line terminate at Victoria Park station. Riders can transfer to the red line if wanting to continue to DT
This plan seems better than the original. I do think future proofing design to allow for an additional station close to 10th ave & center.
A surface station on 2nd Ave will cause more problems than it solves. Calgarians deal with the LRT surface mistake of the past every day.
Think of generations into the future rather than short term money savings. Do it right like other world-class cities and go all underground
underground is necessary. more underground, the better. This way you actually create space for traffic, rather than convincing ppl to change
How are the residents of the Waterfront condo buildings supposed to deal with getting in and out of the parkade? Entrance is on 2nd Ave
Surface station at 2 Avenue SW makes it more accessible, and can be integrated into Eau Claire and Waterfront area.
Why not run the trains down Centre Street through China Town which is in need of significant urban renewal.
The green line should only downtown to connect with existing LRT lines. The tunnel should be designed with provisions for the 8th ave subway
How is this proposed solution addressing the major geotechnical challenge between 8 and 9 ave identified by the men that presented at council
Why loop it over a park crossing the Bow? Go straight down centre into China Town. Sink it (tunnel) or swing it!
The 2nd Avenue station needs to be underground. We might as well not have the Green Line if we are setting this line up for failure.
2nd ave station MUST be below ground. Don't cut corners to save a few bucks in the short term, otherwise we'll end up like Winnipeg.
Is this location not a floodway/floodzone? What is the research and emergency strategy to deal with flooding?
While world-class cities are boosting their green areas Calgary is slicing up its last remaining Downtown park. Use Centre St Bridge or dig.
I'm glad there will be minimal impact to traffic with this option.
Which Councillor do we vote out to change the surface station in Eau Claire? This is ridiculous, there will be push back every step.
How do Councillors who don't live in the area, representing the far suburbs tell people downtown they need to have their traffic blocked?
Changing 2nd ave stn to above ground and reducing 2nd St to 1 lane will significantly affect residents of Waterfront Towers (parking)
This change will affect the residents of the Waterfront Towers, especially parking. Why not select an elevated route alone 1st St SE?
Looking back through the documents, I cannot fathom why 2nd St SW was selected over 1st St SE. No major obstacles on 1st St SE corridor.
Also, 1st St SE corridor should be much cheaper to build as an elevated line. Will also minimize vehicular traffic impact once completed.
Station too close to Waterfront condo: damage to property, ruin neighborhood views, bring noise to the area and lower property values

Downtown (Online)
The new alignment runs right through one of the busiest pedestrian areas in the core. It's ridiculous that this would be sacrificed.
The downtown alignment excluding 2nd ave station is the only promising thing in this plan. Underground stations will be great for winters.
Come in on the east side, make a station at 7av&4st for xfer to city hall. Boom, exit through east village. Don't waste time tunneling DT
Wait until you have the money to bike underground and follow the example of other great cities in the world and do it right.
Quality of life goes down for communities at 2nd st. The sound alone will be unbearable, asthetically ugly, and ruins wildlife protected area.
Open excavation down 2nd street will further kill our downtown economy, think about ALL of us.
PT 1 Eau Claire was sold to a private company years ago who have sat on it, now offering it up at a huge profit to the city. Bad business.
PT 2 And at the cost of businesses and views and residences and our only parkland. Say goodbye to PIP while it lasts.
1) Like an abusive relationship the city hurts the very people it pretends to serve: ruining the neighbourhoods of Downtown, Eau Claire,
2) ... China Town, Sunnyside, Rosedale and Crescent Heights, and yet stopping short of providing transportation to anyone needing it.
Melbourne is building a tunnel which has hit challenges, e.g. toxic soil. But guess what? It's going ahead. Why can't YYC? Have foresight!
Look up images of cut and cover tunnels - now picture your morning commute.
With the at grade train line north of 2nd Ave station, this will basically cut off the access to some developments along 2nd Street SW
Fantastic idea running this underground. The short term costs of cut and cover are worth the long term gain of not having at grade LRT.
Underground LRT was the only proper solution. Ridership will use it to go to offices great job on downtown design.
Keeping the stations close to the surface is better than deep. A bridge across Prince Island isn't great, but I have faith it will look good
Having the bridge will not look good, or sounds good, or be good for the wildlife, or people who enjoy the park. Aren't parks for peace & quiet?
Surface stations are not only a danger to pedestrians they are noisy and take up valuable road space and increase traffic.
A completely underground system like London, UK would be great. Warm in the winter. Cool in the hot summers. More room for wait areas.
Again, let's approach The Boring Company (Elon Musk) and try to put most of the Green Line underground.
Construction along 2nd Street using open cut or shallow bore could impact/building + buried utilities. Open cut = long traffic disruption
If 2nd St is dug up for the tunnel, upgrade it to complete streets standards
I fear the transition from the bow river bridge to the underground tunnel, poses a massive risk to the quality of the public realm,
The best plan was to put underground if going on this route. If going above grade needs to be re-routed completely or wait and done right.
There's no need to cut through Prince's Island Park. Reroute through Centre street or find another way into DT.

Downtown (Online)
Concerned about the portal disconnecting the street grid (think: City Hall) and worsening the pedestrian environment.
Surface stations are much more convenient to access as a pedestrian!
Families with small children moved into the Waterfront building because of the park-now they get a train outside their window- its abusive!!
A tunnel alignment with a potential future blue and red line tunnel.
If you don't have the resources to do it right then don't do it but don't ruin the city roads and parks
Above ground crossing of Bow, park area and trails, and along 2nd will irreparably harm current/future development/use. Ridiculous concept.
A surface station in Eau Claire will be easier to use and better integrate with a redeveloped mall.
I live on Waterfront 2nd St SW. Why are you running a train in front of my building? Obviously you don't care because you don't live there.
The route should align with the current transit corridor in downtown to allow for better access to transfer
Should travel north on center street to pass through existing transit corridor and commercial area instead of residential
Going up second street is a waste of valuable taxpayer money- use existing routes!!! Better transfers that way anyway
What a betrayal. This will ruin business and all the people in the waterfront and Barclay Pde. Families invested to be near the park.
Running a train through the City's most valuable park will cause irreparable harm. Don't be wilfully blind to this massive, permanent cost.
The proposed green line along 2nd street above ground will create noise impact to waterfront residents near 1000 units as well as structural
The proposed green line along 2nd street above ground will create noise impact to waterfront residents near 1000 units as well as structural
The green line will disturb the Prince's Island Park and residents in the area. A undergrd solution should be explored rather than a bridge
The 2nd Street at grade station will disrupt pedestrian, bike and car traffic in the Eau Claire area and make redevelopment difficult
green line station should be able to allow easy connection to a future regional train station
How did an approved underground station at 2nd Ave with a tunnel under the Bow get completely changed to an at ground station and a bridge?
Bridge is monumentally bad idea & still impacts the taxes we pay. Have you no heart for those struggling? If can't afford tunnel, wait!!!
As a Professional Engineer (Retired) I was active in design of shoring for many excavations downtown. The soil conditions are terrible and w
We should avoid any underground work I suggest we go from Sunnyside station and up the bank towards 16 Ave at Center Street.
Why not use existing track from Sunnyside to Stampede then run along 25 Ave and rejoin existing design about 10th St SE?
An at grade station driving into the Park = eyesore and noise pollutant that will negatively impact quality of life, safety and the Park.
the impacts to the river properties and riverwalk amenities is potentially devastating. Do it underground or not at all in the Downtown

Downtown (Online)
A station at Eau Claire could prompt redevelopment. But the station should still be underground.
Instead of making a new bridge, why not make the train turn at 2nd or 3rd Ave, then continue it on Centre Street and use that bridge?
More convenient access to more shallow stations while maintaining cycling, pedestrian and vehicle infrastructure at-grade.
Calgary should build a proper Intermodal Central Station/Hub downtown instead of a disjointed network. Like all properly built cities.
Why build south? it goes predominantly through industrial area with minimal service to residential areas. Needs a complete rework!
When was the last time you heard someone say- lets take the kids for a relaxing day UNDER THE LRT BRIDGE?!!! Stupid idea- change it now.
Calgary should build a proper Intermodal Central Station/Hub downtown instead of a disjointed network. Like all properly built cities.
Having a surface station at 2nd Avenue creates a negative space for all the residents in the Waterfront towers. Will be a daily traffic jam.
Proposed plan is way too close to residential properties, increase congestion for residents, and ruin natural beauty of Prince's Island Park
Wetland Reserves. City preaches to us about protecting the environment. Please. How do you protect them with a train over top?
The cost of damaging our central park and riverwalk will be significant and permanent, in addition to lifetime operating losses. Not smart.
Why is the city so anxious to ruin the park. Do it right or don't do it. Its that easy. How many people will even use this stupid train?
Make sure the system has appropriate flood management system
Get over princess island park people. You will notice the train one way or the other
Anyone who has been to Toronto knows that you can hear the subway from street level princess island will be loud either way.
A couple of concrete pillars and the occasional train is barely noticeable
Go for a walk around the island and on 2 ST and see how can you insert a bridge and tracks at street level without creating a mess for all!
I live downtown and see thousands of people at the park daily. Why ruin it? This is very unique, it makes Calgary beautiful. No train!!!!
I walked through the park the other day, told someone about the train. They laughed. They thought I was kidding. I said "look it up" Dumb.
Please tell me this is a joke. It has to be. What other city would do this? Come on. Very embarrassing. Train through a park. Terrible.
"Lets go have a fun day under a railway line" said no parents to their kids... ever!!!!
Running a train through out best park will permanently reduce the park's value. Don't decide whether to proceed without estimating this cost
Running a train above ground through Riverwalk and the Park is contrary to most of the City's planning and design objectives. Don't do it.
What parent would allow a train to run within a few feet from their childrens bedroom windows all day? 1000 Waterfront owners? Never!!!!
1st SW is nearly vacant, empty lots dying for development. Half one block from Eau Claire and from china town. NO PARK HURT IN PROCESS

Downtown (Online)
AND it goes all the way to Beltline! No obstacles. Way more affordable, and oh could practically do it street level.
South of 7th ave is fine. For going north, is it possible to have the train run along the centre street then use the centre street bridge?
I am very concerned that the above ground station on 2nd st will destroy the desirability of the Eau Claire area. Need more info.
At the next Folkfest, will we only invite bands that can play in rhythm with the 'Ding, Ding, Ding' of the Train?
Underground is the proper way to do it. Shallow tunnel (going below all utilities) should be good. Separate the train from busy streets.
Train through Calgary's main inner city green space is equivalent to New York putting a train through Central Park. Bad idea.
Support continued vibrancy of cultural, social and community activities in the area. This ia a MUST. Non-negotiable.
Tell me how MTL is building a 67km automated network with about 10km tunneled for about \$6billion and we get a LRT to nowhere for \$5billion
How can the City justify the nearly \$5billion cost of a LRT to nowhere? What study shows the ridership @ 130th to downtown?
City should wait until it has the proper funds to build a proper line with actual passengers.
This is a ludicrous idea and a bogus project that makes no sense.. what is the justification for a \$4B in a recession and sluggish economy
How can we justify this capital expenditure to move people 5 blocks (between 2 ave and 7)?Expensive and financially imprudent, and ugly.
The train needs to be in a tunnel. If it must be above grade, run it down Centre Street, until 9 Ave. This alignment makes NO sense.
The surface station at 2nd ave is a bad idea. It will create unnecessary noise and disturbance. Put it back underground. Do this right.
This will create evacuation and emergency services impediments for more than a thousand families on 2nd not able to get out of parkades asap
I am concerned about the impact on the park, views across the park, traffic impact (pedestrian and vehicle) on centre street. Underground!
I own a company digging tunnels. Please, think through any possible methods of building this train then ruining a park.
NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN NO TRAIN
The whole idea of putting the trains underground is bad. Costs are huge and the maintenance astronomical. Run it on the surface (9th Av)
End the train downtown. Use BRT and existing infrastructure to soon provide better transit to the North (and North doesn't stop at 16th ave)
The proposal with a bridge over Princess Island Park is absurd where all summer activities held Also ruined/hazard 1000 Waterfront residents

Downtown (In-person)

Downtown (In-person)
Would be good to do all construction on 2nd + 11th at same time to shorten disruption from construction
Shallower tunnel makes train stations easier to access
How will access for Waterfront Station residents be handled?
Why not 1 ST SE?
Go underground or 1st SE shuttle on 4th to get people from train station to other train station
Travel along 1st se and better integrate with the ample space and plus 15s
What compensation and assistance will be offered to businesses at Waterfront Station during construction?
Right now a lot of traffic comes along Waterfront up to Centre St. It will be so bad during construction
Very concerned about retaining tenants when construction is going on
WANT IT TO BE QUIET THAT'S THE VALUE OF LIVING THERE (WATERFRONT)
The property values in the neighbourhood of Eau Claire will likely go down.
Waterfront - access to parkade - noise from train - impact to tranquility of prince's island
WATERFRONT RESIDENT NO TO 2ND STREET
As a waterfront owner, we bought here to have peace and a good investment. This will ruin it.
Concerned about shadowed areas and crime underneath around Eau Claire
Concerned surface level station will end up dirty and not well maintained like 7 Ave is today
NOT NEEDED EAU CLAIRE STATION CAN WALK TO 7TH AVE STATION
CENTRE STREET BRIDGE IS BETTER OPTION WHY ISN'T THERE MORE OPTIONS THIS ONE IS NOT OK
WE TOLD ALREADY WE DON'T WANT IT ON SURFACE PLEASE DON'T IGNORE US
Will there be compensation (financial) for people who bought at Waterfront expecting underground alignment? We are very concerned about property value during construction (securing tenants) as well as long term
The train should be as far from residential homes as possible. Move it to 2st SE if possible
The challenge here is that 2st is so narrow with the towers and it will feel congested
What is the distance b/w the station (2nd) and portal? The concern is access into the parkade, and access to businesses for pedestrians
Does having it on 2nd really reduce ridership by that much? We'd be way better off on 1s St SE.

Downtown (In-person)
The city is trying to promote downtown living, yet this will do the opposite
WHY NOT GO STRAIGHT UP CENTRE STREET FROM 7 AVE
centre street bridge -> why doesn't that work as alignment - can it take the load of train - what is life span of centre street
1. The proposed Green Line LRT in Eau Claire will have a significant negative impact on the quality of life of thousands of Waterfront residents. Noise pollution will disrupt the peaceful lifestyle of the community. 2. It will have irreversible damage to the quiet and natural environment of Prince's Island Park 3. The alignment should Not Pass through the Eau Claire due to low ridership demand from 7 Ave to the Waterfront. Walking and cycling will be greener than taking train. 4. Too many modes of transportation will cause safety issues for residents, especially in this existing residential zone.

Beltline (Online)

Beltline (Online)
The connection between the 4th St underground station to the new Victoria Park Event Centre needs to account for the large scale of people.
Maintain riverside multi-use paths on both sides of river under Elbow river LRT bridge/ transition from bridge over the river into tunnel
Maintain 7th Street access/route from 9th ave under CPR bridge/new LRT bridge on west side of Elbow (8th Street CPR crossing now closed)
How does a shallow tunnel/portal at Victoria bus depot affect any future underpass under the CPR tracks at 6th Street SE?
If this is a shallow tunnel what, will be the impact on the brick buildings of 11 avenue (Lewis Lofts)?
I like the portal entrance connection to Victoria Park station to connect the 2 lines. The distance is a long walk people for some people.
Bring the 4th Avenue station closer to the Victoria Park Station to minimize walking distance. Use an at grade or above grade 4thAve Station
I like that the alignment it's a tunnel now, closer to stampede. Will better serve stampede and the traffic leaving that area
Keeping stations as close as possible to existing lines & stations is ideal
Rivers District Master Plan shows park along CP tracks connecting to Elbow River. Would be nice if LRT tunnel portal doesn't eliminate this
Great alignment, especially because the stop is located close to new arena and the event centre. Brilliant!
No arguments here well done keeping the Beltline tunneled, keeps bike lanes protected and already dense community ready for underground rail
Shorter distance from the green line stop and the new event centre appears to be a good thing. Keeping it underground is good too.
this is pretty well done. No complaints here.
Could provide a weather protected access directly to the new Event Centre.

Beltline (Online)
Reduce tunnel length by connecting back to the approved alignment after Macleod. If at surface worked along CP, stick with that alignment
The Stations should be proper TODS like Vancouver. Not isolated like our other ones. Great opportunity for TOD in Victoria park.
Delete this chunk. It does not add value to the project. We have great transit through the DTcore and beltline. Dont need GL to walk 3 block
Great alignment through downtown, will open up area to future development, and minimizes impact well thought out.
Running along 12th av would put stations closer to most of the beltline.
New configuration works a lot better, keeping stations on surface and limiting depth of tunnels will save money and make it user friendly.
Great that its closer to new event centre and Victoria Park!
If most (or all) of the system can be underground below downtown (under all anchors or around them), this portion should be underground also
Please try to integrate the beltline station with future developments
I like the fact that more of the beltline is underground in the updated plan.
The city should consider going a little west towards 5th Street SW and turn at 17th Avenue SW for accessibility for all.
Shallower tunnel reduces cost and improves accessibility of stations.
I like this updated plan, but why did you extend the tunnel in the Beltline when you're trying to reduce the budget?
I see this as increasing costs to the public for this segment while increasing opportunities for developers. Who had input into this one?
The station at Centre St S should move to 1 St SE to minimize the distance downtown workers need to cross the underpass
I like your changes but wonder why you dont immediately come back surface after the 4th street east station.
Just end the line at 4ST SE @ grade. Then when there's \$ do the DT & north leg underground until 64th. Learn from the Canada line in YVR!
The train should come to 17th avenue
I am pleased the cycle track on 12 is being protected.
Critical transportation connections through Beltline, stimulates development and density. Maintain bike, ped and car infrastructure.
Why build south? it goes predominantly through industrial area with minimal service to residential areas. Needs a complete rework!
Push alignment to 13 Avenue so future arena station is directly underneath the arena, a la Union Station in Toronto.
Station directly across from Mustard Seed and Inn from Cold could result in a new area of bad behaviour seen at Vic station currently.
Full underground tunnel through the Beltline is ideal, as it provides minimal disruptions to all modes of transportation.

Beltline (In-person)

Beltline (In-person)
Shallower tunnels cost less and make it more user-friendly to access/get out of the stations
Bridge EastVic New or part of bridge being built?

North BRT Improvements (Online)

North BRT Improvements (Online)
Reinstate the 9 Ave N LRT station. I don't want to catch a bus backwards then do a transfer onto the Green Line.
If you're moving this back to a surface alignment, please consider adding 9 Ave station back. It will greatly improve usability
The BRT will be like the existing 301 and 300. On a snowy day they are all the same. Stuck unlike a LRT where things keep moving.
This plan will work only with the bus-only lanes. Copy 17 ave SE transitway model and use it for the future LRT tracks.
Time/traffic flow. Extend traffic light times for Centre St. n/sbound. Lane reversal/black diamond all or most of way to Northpointe?
BRT needs at least 15 minute frequencies all day and can't just be a bus line with fancy stops otherwise don't call it BRT
Love better shelters idea. Please move shelter at 64th&Centre closer to actual stop. Currently is three houses away and so not much use.
Need stop at 9th Ave for high school and nearby community/business.
If 9 ave LRT station is reinstated, no need for 9 ave BRT station.
I would only support this if the new stops were built to function with the future green line build, thus only awaiting tracks.
There should be a station close to 7-9 ave so all the people living in crescent heights dont have to walk 12 blks north, makes sense.
The North should only have a BRT. Green Line will create too much congestion in an already congested part of the city.
taking away lanes for center street north is a bad idea.
BRT is great, future lrt service must be underground from downtown to 64th Ave. Implementation should wait until funding allows
An underground station in the downtown core is scary given the current unsavoury atmosphere which is fueled by drugs.
Just build an above ground line from City Hall through Inglewood and south and ditch the skimpy bit from downtown to 16th avenue.
Buses Full in Mornings, always pass by without picking up anyone. traffic terrible center street. buy land (CHEAP NOW) and widen center st.
Buy Land now on center street expand it to prep while real estate prices are super depressed. if not don't complain later that its expensive

North BRT Improvements (Online)
More BRT is great. Surface train on Centre Str. is a terrible idea. If we can't afford a tunnel to 16th Ave. then don't build it.
BRT up centre Street is an excellent intirim solution
About dang time! BRT was a great pilot, upgrade those BRTs to MAX lines! It feels like they were left behind when MAX opened.
Finish the Westbrook LRT station before starting anything new. Why is it still surrounded by a 10 acre lot of mud?
Great interim solution but would like to see the 16th Ave stn. u/g. Centre must remain a 4-lane x-section south of 20th Ave.
Unless additional lanes are built (like 14 St SW), it's hard to see how BRT would be much different than now.
BRT is a much more flexible options. I think much more cost conscios versus laying tracks. Should be considered when possible.
BRT needs dedicated lanes to be most effective. BRT be built in north that is separate from existing road infrastructure (at least partial)
A good way to get transit to the North. Should have dedicated lanes.
If The Boring Company can help and get the downtown portion underground, under the river and underground past 16th Ave N it would be ideal.
Transit priority will be key to making this a success. I hope that travel time on 300 BRT will be reduced
Additional lanes should be built to accommodate the BRT or it will be the same as now.
Underground train at 16th
I live in a northern hills community and work 9-5 in the SE. The new BRT does nothing to improve my situation without dedicated bus lanes.
Dedicated BRT lanes would improve transit functionality and reduce dependency on car commutes. That will set the stage for LRT in future.
Add queue jumps along 16th Ave. to allow MAX Orange to bypass the regular congestion that develops around Centre St.
Add dedicated bus-only lanes the entire way, from Livingston/Carrington into the two-lane portion south of 16th Ave.
How would an interface between the BRT and the LRT work at 16th? You'd need a train turn-around and a large bus interchange. ????? Where?
Encourage people to walk or bike to brt to reduce traffic overall
It is best not to end the BRT at 16 Ave. Continue the BRT into downtown. Transfers drastically reduce ridership. Increase frequency.
Will the BRT end at 16th station? What about riders between 16th & DT - seeing as this proposal doesn't put back the 9th AV station?
A good interim solution until funding and land acquisitions are feasible.
BRT could run along LRT tracks, to minimize congestion on a reduced lane Centre St!
Why build south? it goes predominantly through industrial area with minimal service to residential areas. Needs a complete rework! Go North!
Initiate a CRL (community revitalization levy) on the properties along the BRT to fund its transition to LRT in the future

North BRT Improvements (Online)
Having busses share above ground c-trains could help keeps busses on time and reduce traffic issues. (Similar to 7 Ave S)
Given the number of people that take transit in North Calgary it should be dedicated BRT lanes
BRT can serve downtown towards the North. Why spend money and run LRT all the way up to 16 Av now? Save \$\$\$ until you can run it undergrnd
It would be great to have a dedicated MAX Transit line operate on Centre Street with dedicated lanes, shelters, and real time bus info.
BRT is better than nothing, especially when the Cllr Chu can't be bothered to advocate for transit. Must have dedicated lanes&heated stations
Whatever the most Northern stop is on the BRT, it should have plenty of parking to accommodate those who drive in to catch the bus.
Centre should get a MAX line until green line is constructed but then no need to build the downtown to 16th portion in phase one.
What an awful idea, why would you want dedicated bus lanes. Traffic is bad enough with a three lane reversal. Bad idea.
Bus breaks down in a one lane north/south during rush hour? No traffic for today! Use your heads people
No. Scrap the south line and start building train from north point to downtown. More ridership that way.
Dedicated bus lanes would only make traffic worse. Half the time they sit empty instead of having cars moving through them during rush hour.
North already has busses why spend more money on even more busses when there is a need for an actual train.
Put the BRT in South Calgary, give North Calgary the train, and do it properly more ridership this way.
Build a trian to North Calgary all the way to North Pointe. The ridership is there already.
If we built the train to north pointe the city could take all the extra busses, and give it to the south for their BRT. Saves money
Nobody wants buses. Nobody. Extend the train route north and include the airport. Why exclude airport from the main system?????
It makes no sense to build a station just one station on 16th. Is it intended as a transfer point for BRT users?
Centre St N as a designated transit route. More people would use transit if it was the faster possibility.

North BRT Improvements (In-person)

North BRT Improvements (In-person)
Create a MAX route North that can be transformed into LRT with ease (similar to 17 Ave SE)

North BRT Improvements (In-person)
Don't build more of the BRT <u>stations</u> Not moveable + waste of real estate
BUS - Are there benefits to diverting to Edmonton Trail after 16 Ave
- Are we going to force people to transfer at 16 ave N from bus? We don't want this
- capacity of bus service needs to be confirmed (for North Cent residents -> PT)
<u>Bus</u> Where could we have dedicated bus lanes?
BUS - travel time must be the same or better (North Pointe to DT)
Having heated shelters and some dedicated bus lanes will be an improvement in the short term
Challenge with BRT is where it turns to two lanes around the bus trap. At least allow busses through there, or expand that to four lanes. That will make bus more express
It would be a huge help even to have a rapid bus run along Country Hills from Viva area to Superstore in Country hills
If you have to divert the BRT off Centre St at 16th (to diferent road) that's ok as long as the trip time remains the same
Whatever you do, the north BRT must increase capacity and ensure trip time doesn't get worse.
BRT is better bang for buck
Comments from North Calgary Cultural Association Seniors. 1st Preference: Extent CT all the way to 160 Ave North if - 2nd: If 1st - not possible at this time please ad-on BRT (ASAP)
ACCESS to the core lines (LRT or BRT) has to be very good for those who don't live right on the corridor. If we rely on a wheel and spoke system, it has to be a good system. Without parking or bus connection it doesn't work
- Definitely more dedicated lanes for buses: whether peak hours or full time. - Interested in idea of MAX service - Challenge will be getting que jumps to be effective @ McKnight
bus- The 116 express bus can be over capacity at ~ 6:25
ROUTEAHEAD - why isn't the transitway to east calgary a train - the dedicated lanes cause more congestion
Improvements on Rte 118 -> two-way service for better connection to the 8
Capacity on 301 plenty of buses come but plenty of people too
Add a marked crosswalk on Country Village Rd by 15/C.V.R. so we can safely cross road to/from bus on borth side. Need more capacity on 301's during peak
* No 9 Ave stop for BRT right now. Map wrong
Challenge will be on Centre Street South of 16th because the north busses will get stuck in the single lanes there
Issues in area w/ syncing route problems ie. 116 to 86 to 301
COULD A PARK + RIDE BE AVAIALBLE ON 16th Ave post construction?

North BRT Improvements (In-person)
SOONER? (up North)
Add more feeder busses, and add more 301 busses. It is so hard to get on the busses right now.
Side-running less impactful - traffic impact w/ centre - easy access from Sixth
Make sure all busses announce next stop and destination e.g. 86 and 301 This is a useful feature
How does the project ensure cars are not backed up at 16th Ave Southbound post construction or [illegible]
Eliminate 301 bus once the train can come all the way north to find funding to support the train
if we can't get further north why go to 16 at all
Please prioritize improved transit from north + south into the downtown area rather than the area downtown
Improvements t Rte 8. Too much sprea between some stops <SR in about this>
East-West travel important to in north - more than just Commuting
Improve 123, no gate use Harvest Hills to get to 14 St [illegible]
look at using Ed.Tr. Or 4 st for enhanced bus capacity
move 301's, hard to get on downtown. Timing or spacing of buses not good
transit app not super accurate
Better connection from Harvest Hills Community to North Pointe
Extend peak hours, buses still busy by 5:30 pm
I am 73 and use the on demand transit service now. It is very good fo me
The #116 should run longer in AM and PM. Run more connections to 201, and make sure you add capacity to it
Will we get a rapid transit connection from Red Line to Evanston?
Opportunity to add amenities to help prevent slips and falls getting to the bus. As a 73 year old this is very important
BRT enhancements amenities are nice but only adding more busses will really help

Other Comments (Online)

Other Comments (Online)
<p>Crescent Heights needs a stop at 9 ave N. it was scrapped b/c of the tunnel, but now it should come back. Not everyone uses the LRT to just go downtown. The additional stop would benefit everyone south of 16th, including all the business along Centre st N. Please, please, please bring it back.</p>
<p>Yes. I couldn't find how much CO2 will the new stage 1 extension produce per day? Is there an analysis of the costs to our environment in Calgary, and what sources contribute to the emission of CO2 or generally what affects our environment during the construction, and post-construction (use) of the extended transit system.</p> <p>Additionally, what steps would City of Calgary take to mitigate, reduce and/or even eliminate costs to our environment. Would be great if this information is actively shared</p>
<p>Good job, keep it up! Know you don't have an easy job.</p>
<p>I generally agree with the proposed route through the Beltline and Downtown. I do have concerns about the design for the bridge, the impacts it will have on Prince's Island, and especially the overall impacts on Centre Street.</p>
<p>I hope restricting traffic through communities off 17, 18 and 19th similar to what is done in crescent heights. Need to eliminate high speed cross traffic that will be attempting to avoid construction and ultimately mass traffic congestion.</p> <p>Also where we bus loop be established? Parking? We all know stage 2 probably will not be built for decades after stage 1 sits dormant.</p>
<p>Thank you for maintaining/retaining the hard fought for and implemented alignment around (instead of through) Ramsay.</p>
<p>Turning centre street into a one lane road North\South is the dumbest thing I have ever seen. Bus breaks down during rush hour? Looks like no Northbound traffic out of downtown today. LRT breaks down because Bombardier? One lane traffic, and over packed BRT for the day. I get that we want less cars but a redundant system with more options is much, much more important to me than just an LRT. Put the above grade tunnel over the bow into an underground tunnel to 64th avenue or do not build it.</p>
<p>Do not go forward with Center street at grade. There will not be heavy ridership until the thing reaches harvest hills which will be 2030, 2040. Obstructing traffic till then is a bad bad bad idea.</p>
<p>Please remind us of environmental impact of bridge over the Bow. Also want to see the design. Needs to be low profile to fit into existing environment and infrastructure.</p>
<p>North ridership on LRT will not be big until it reaches maybe 78th avenue north, or panorama hills. Until then it will be mostly bus and car. Persevere 3 lane reversal or this will cause massive traffic issues, that will spill over onto Crowchild, and Deerfoot, until 2030 at least. At grade is an awful long term decision for Centre street. Because no one will be able to ride it until then. Most already take BRT. Bare minimum tunnel it to past 16th avenue. The rest I am fine with.</p>
<p>Station in Vic park looks better for venue access. Just feels like the North part should almost end at Eau Claire until we can afford a better solution and do BRT upgrades the whole length of Centre Street N.</p>
<p>To run a bridge through a park is ridiculous. What are you thinking? People drive from all over to come to this park and you want to destroy it. Travel companies from all over the world have people stay at the Sheraton and the first thing they do is they take them to the park. Why do I know this? Cause I live there and I take photos on their iPhones and they tell me. Don't destroy this park. This is so stupid.</p>
<p>There is no room for a train, buses and traffic on Centre St. Please look at different options.</p>
<p>JB is asking about road closures. Wouldn't that be wonderful! Get rid of the cars DT and have a pleasant walking core! Please close a few roads!</p>
<p>Jen Kirby: Consider bringing the 4th Ave Station closer to Victoria park station to minimize the walking distance between stations. An above ground or at grade station could be considered in the Stampede area to match the Victoria park station architecture. An underground tunnel may not be needed near Stampede and East Village.</p>

Other Comments (Online)
<p>As Calgary gets increasingly dense, people realise how important green spaces are. Walking through the shockingly peaceful wetlands in Prince's Island Park is truly fantastic and unusual place. It's so rare to be in the centre of a major city, yet feel like you're in the middle of nature. Watching a beaver build his damn this was an amazing experience.</p>
<p>You know this is a terrible idea for traffic on/around Centre Street. Transit is incredibly important, do it right, build a tunnel. Tax me more.</p>
<p>Keep up the great work! It's hard to implement a plan when the plan keeps changing. Calgarians generally appreciate how challenging your job is and we genuinely appreciate how hard you work. Thank you!</p>
<p>You had lots of feedback at Community level sessions on how Center Street North should go, and now change your minds as to what the City really wants to do! So this is just nothing but lip service to make us think you are listening, your just going to do what you want to do. Sorry don't buy into This design change! Look at Marlboro and crossings same design your trying to push. 16th Ave and Center being part of #1 hiway, your creating traffic tie ups when you give right away to trains.</p>
<p>Centre St surface is critical to get right. All the communities north of 16th Ave were shown nice plans on how surface LRT can integrate and improve our communities. If it's not possible to do it right south of 16th Ave how can there be any confidence in the plans continuing further north along the surface on Centre St?</p>
<p>Safety is very important - low-speed train please. But please, no fences. It should look like 7th Ave, not Sunnyside or 36th Street.</p>
<p>Instead of building the north-leg to 16 Ave N, the Green Line needs to temporarily stop downtown until more funding becomes available for a proper grade-separated system. We need to build this right, the Blue Line in the NE is a disaster - compromised for cost. A bridge over Eau Claire is so unsightly, and despite low-floor tech, the train running along Centre street will be invasive. For now, end the Green Line downtown - use the money to extend one more station south - to Prestwick.</p>
<p>if you're not going underground through 16th please don't do this. it will make overall traffic worse, so much worse.</p>
<p>The past history of c-train route implementation has been that it has destroyed the vibrancy, aesthetics and potential of every street it has run along. How will you do it differently this time - especially for Centre Street, south of 16th Ave N? Also, given that the c-train will run at grade, amongst traffic - like a bus - why not save the money & just add buses?</p>
<p>In order NOT to isolate the Green Line, it would be useful to have it connect "privately" under City Hall, giving full access into the Red Line underground in the south and by surface, at a point by 9 St St SW, assuming that the Green Line cars will be compatible to run on the present catenary power. It a;so enables new cars to run on present routes. I don't fancy the Green Line being isolated on its own circuit. Have followed Transit for 60+ years, all over Canada & Europe.</p>
<p>This is the best case plan we can work with. Stage 2 should consider the possibility of cut and cover tunneling north and burying 16h ave station. Bridges can be made nice so don't just go utilitarian style, think Vancouver. This is a fantastic compromise and you've done good work.</p>
<p>Will the BRT replace route #2,#3 and #17? If so, what about the stops at Samis Road? These routes run much more frequently than #4 on Edmonton Trail and there is a large population in apartments and condos south of 6 Ave NE.</p>
<p>"more transparency; how much does the crossing reduce the project? What is lost compared to the tunnel? This option cant be better? Can it?" Please dont compromise now and have future Calgarians look at that bridge as a reminder that woe could have done better. If the tunnel is better stick with tunnel. Stand up for what is best for the future of the City. Here is the Catch22 the planners are in, if the bridge is better why was the tunnel option presented?</p>

Other Comments (Online)
<p>Overall I would have preferred that at least the entire north leg of Green was underground. There must be information from other major Canadian cities that speak to cost benefits over time coupled with practicality, traffic management and city environment. 36th Ave N is a great argument for not having more surface grade crossings both from traffic control and pedestrian accidents with the C train. As the city grows and more or longer trains are run cross & turning traffic control is harder.</p>
<p>I would really love for us to have a train that goes to the airport. Even just a small branching-off line that services that area, like the Sea Island in Vancouver. Aside from bringing Calgary on par with most other metropolitan cities, it would enable more people to work in that area who don't or can't drive.</p>
<p>Unless the Green Line is separated from traffic along Centre st N, it's benefits are minimal. If the LRT breaks down along that path, it will disrupt both trains and traffic. Better to separate them or have more BRTs.</p>
<p>This project carries enormous financial risk for Calgary Taxpayers. \$5 billion dollars with a cost overrun of probably 50% will bankrupt the city. Just think of how much money that is. In order for one human to count to a billion would take 31 years, 251 days, 7 hours, 46 minutes, and 40 seconds. You could purchase for instance 50 Boeing 737 MAX 8 aircraft for that amount of money. Please educate yourselves about what a huge amount of money this is.</p>
<p>Why even bother going north of downtown. this is of no value to all the transit riders in the north who will now have to get off the bus and catch a train and increase their already long commute. Continue to cater to riders/citizens in Calgary south. Apparently they pay taxes and the citizens in the north do not.</p>
<p>I really hope the design team isn't doing anything with the underground layout that would make it more difficult or impossible to move the existing line through downtown underground sometime in the future. Obviously, it isn't needed now, but someday, 7th ave will be too busy and the train will likely get moved underground (under 8th avenue). Anything done today that hurts that future project is short sighted, and stupid.</p>
<p>Do this right. Don't cheap out.</p>
<p>The city is only going to grow. You cannot remove lanes from Centre Street. Centre Street feeds directly into downtown. Not sure you can get infrastructure that is more important to the functioning of the city, long term. In 40 years will those lanes be missed ... you bet. You have to tunnel.</p>
<p>The City continues to push its mandate of making it hard to drive. 10 St. N.W. reduced lanes to accommodate cycle track, and now allows parking on Edmonton Trail. If you take away 2 more lanes on Centre St. how are people supposed to get to downtown? Not everyone can or wants to take transit or cycle. A bridge over the Bow River is a reasonable cost saving measure and less risky than a tunnel (which is good). Tunnel is still preferred option if cost and risk can be minimized.</p>
<p>Get some input, but make a decision and go. Accept that you won't please everyone.</p>
<p>The initial proposal's cost will pale in comparison to the cost of adding a bridge over a wildlife sanctuary in the near future. Nothing good has ever happened under a bridge no matter how great you make it look. Dont play even a small part in taking an inch from this jewel of a park. Please sink it (tunnel) or swing it to the other side of Centre street.</p>
<p>This team has the ability to convince council of the engineering merits of doing it properly rather than trying to save money to push the line through. Should the 2nd Avenue station be above ground, we will have doomed the project. This is not a world class city decision. Should the city continue to pursue poor transit design, I will seriously consider moving as the city is already failing on many other fronts (some out of its control).</p>
<p>I'm just concerned that we're spending money on frivolous redesign and losing sight of the long-term benefits by sticking to the original design (ie below grade). As a Civil Engineering EIT, it frustrates me that the City is deciding to not future proof this design. Can we please have one LRT line that can function properly and not be prone to accidents or delays due to inclement weather? Ugh!</p>

Other Comments (Online)
<p>I don't know if the planning team is cowardly sabotaging this phase of the project by having the overwhelming majority of the community oppose it, giving you an obvious out for postponing it, or if you are truly that out of touch and inempt to think this is a viable solution. The fact that the materials provided in the engagement portal are so basic, it looks and feels like it was envisaged and proposed by first year university students. Also link to the engagement portal on the green line site!</p>
<p>Green line should be cancelled. Horrible idea that will impact traffic into downtown forever.</p>
<p>The at grade portion north of the river to 16th Ave will do nothing for the businesses, residents, of the community and will create traffic gridlock, noise, and unsightliness. Our taxes will be used for this project with no benefit to us, only negative consequences. Look no further than the current LRT running up 36th st, and you will see what the effects will be. Have you ever tried to make a left hand turn there during rush hour? It is nearly impossible. The new plan is very impractical.</p>
<p>All appearances are that the planning process is "scrambling" due to cost issues. Understandable, but ditch the bit north to 16th avenue as it is essentially walkable and well served by bus now. The \$\$ to go underground, over river, up a steep possibly unstable cliff not required now, never mind this idea is being "suddenly sprung" on residents in close proximity to center street north. When you get to the planning stage for north revisit the deerfoot valley option. It was always sensible.</p>
<p>The citizens and taxpayers who say "build it right" have my support. Don't be bullied by a retrograde provincial government into reducing your vision for the city which makes it highly attractive for the economy of the future. Nothing is more frustrating than to see a great public transit concept reduced to a bargain basement deal. As a tax payer I say build it right or don't build until you find the funding. Be creative! Lets not end up with another line with kilometers of track & no stops.</p>
<p>Why are we starting the building at downtown and going out makes much more sense to start at north point and build towards downtown. Would see much higher ridership</p>
<p>I am deeply concerned with the surface alignment on centre and having BOTH buses and Trains going up it - even on an interim basis. Eliminate the buses and put the train line under 16th Ave. More detail is needed on the design of the street scape for centre with the train - will it be in the centre or one side? What is being done to make sure that the pedestrian and business environment is good. Do not want the 'death' of local businesses on centre that occurred on 7th Ave with C-train.</p>
<p>I strongly believe that the green line needs to be underground to cross the river until north of 16 Ave. Center St can be difficult and dangerous to cross as a pedestrian as it is now, adding a train line at grade will make it worse and severely degrade the walk-ability in Crescent Heights. This is a great opportunity to think like a world class city and implement a plan what will benefit the city and its citizens for decades.</p>
<p>After years of engagement the trust is broken. Not sure why the train cant tunnel under centre street but enter in the embankment instead of having to go under the river. Surely that would save money and not create further issues on centre for a train that for many years will not benefit the ridership intended from the north. So sad and disappointed to see a bridge and train scaring our river valley even more. Hugely oppose this decision. If you are going to do something, do it right, not cheap</p>
<p>A more surface focused alignment threatens some of the most trafficked and pedestrian friendly areas in the city. Any LRT corridor should run over existing road right of ways, or underground. The small cost savings is not worth giving up Eau Claire and Prince's Island.</p>
<p>Please for the sake of our cities future, anything from 16th ave to Victoria park should be all underground. We need heated stations, with limited delays. We also need stations that will help develop Calgary into have actually TODS like Vancouver, helping increase long term ridership. If we can't afford the northern leg up to 16th ave, don't build it for now, build the downtown sections going southward or we will regret it like areas such as 36 ST NE. Redirect that money for an airport LRT.</p>
<p>Do it properly when it's properly funded. Stop at the city for now.</p>
<p>Very upset at the significant change. Please do not do something so significant on a budget. This is forever. We will be able to pay for this properly in the near future, please wait and do the city and</p>

Other Comments (Online)
northbound portion properly. Don't hurt us downtown residents for those in the outer suburbs. They knew their situation when they purchased, now it's at our expense. You will devalue our homes, if we still even have one. Devastated.
Any rationale actor would complete a thorough cost benefit analysis before making a decision. To date, the City promotes financial benefits of the train, consistent with the political narrative that the train is a good idea, but disregards obvious and significant costs such as Prince's Island Park and the Riverwalk being reduced in value. Don't be wilfully blind to these costs. Please complete an honest and complete cost benefit analysis before making a decision.
Why is the hybrid plan out of the books now? Tunnel centre street N from 16 to the river, come out the side of the hill go bridge over the Bow, then argue further how to get through downtown. (At-grade is my opinion on that)
The route will be 20ft from our ground level condo and block access to our parking. We'll have to be bought out of the city. The bird sanctuary Ruined by having a bridge over top of it, Princess island park will be permanently damaged by a bridge & noise pollution. The riverfront will be defaced. The commitment by the city to build underground was not honoured. My children are sad that our Mayor would even consider destroying their childhood home. This is government at its worst.
Why the restriction on length of comments? Don't you want to hear everything that Calgarians are concerned about on this project? Or do you think you've heard it all before already? I'm not impressed.
If you are going to build surface transit on centre street. The absolute minimum that you could do is put the tracks on the sides of the road so that the LRT can share the same lane as the buses. and 3 lane reversal can be maintained to deal with heavy traffic.
Either build the entire north section including underground at 16th, or build the entire southern line to Seton from Eau Claire. I don't know anyone who wants the design currently proposed. Honestly whose going to get on at Shepard and I'm not going to take the Macewan Express and get off at 16th to get on a train so who else North of 16th would do that. Think about it!!
Why is the community team asking me if I'm LGBTQ+ or Aboriginal? Do gay people use trains differently? Do native people? Who is running this ridiculous City input system? Someone is being paid by the taxpayers to put people into different irrelevant categories for what purpose?
<p>Read these again. And again. Until you realize how silly the current plan is.</p> <p>https://calgaryherald.com/opinion/columnists/opinion-with-funding-delayed-should-calgary-be-thinking-about-brt-instead-of-lrt</p> <p>https://www.cbc.ca/news/canada/calgary/calgary-green-line-brt-vs-lrt-richard-white-former-transit-managers-1.5247339</p> <p>SE BRT now, proper north line ASAP.</p>
This project was originally to provide LRT North. This has been lost - urgently need North LRT all the way to the airport. We want to play in the big leagues, we have a fantastic airport and no way for travelers to enter our city - shame on us. Funding was granted based on this proposal, why was it then changed into a primarily southern LRT line? Residents living & traveling North need this underground line. Stick to the original plan & regain some integrity.
Train cars that cannot be swapped on other lines is shortsighted. Surface level for the downtown to 22 line is shortsighted.
Please don't remove two lanes of traffic from Centre Street. We have lane-reversal during rush-hour for a reason. Vehicular traffic to the core is only going to increase over time.
The current lane reversal system in place along Centre Ave, south of 20th Ave is critical. The City can still delete the Bow River tunnel but should core the new line into the north river embankment near the north end of Centre Street bridge. This would maintain the subgrade station at 16th Ave and would maintain the existing lane reversal system. Without this, the traffic pressure on 10th Street, 4th Street, and Edmonton Trail will be significant regardless of good LRT ridership numbers.

Other Comments (Online)
<p>This plan is very different from what we were first consulted on. This is a significant change with very different impacts. When will community sessions be held to get community input? Not having this line extend passed 16th Ave is a major detractor. Having the LRT run up the middle of Centre Street will heavily impact vehicle traffic and parking in that area which is already heavily congested at times. So eliminating 2 lanes of vehicle flow will have a very negative impact. Also, 1 more stop.</p>
<p>The at grade alignment on Centre St N doesn't work. The only reason this route worked was due to the planned underground portion along Centre St N that essentially mirrored where there is a lane reversal program in place now due to current traffic congestion. To stay committed to this route alignment now with an at grade rail line is foolish. Underground or new route right away, explore Edmonton tr, 4th St NW or Centre St N alleys, Centre A, B etc. Should tunnel under the rear alleys actually.</p>
<p>A station near 8th ave and another around 22nd would be a good idea. These neighborhoods are buildin up with infills and there are lots of business along them. a single station at 16th won't encourage enough use.</p>
<p>It would be a huge benefit for the C-train to go to the airport and continue to connect with the northeast C-train at Saddletown.</p>
<p>BRT should be considered versus laying track. More cost effective and flexible for changing city and changing transit environment. When possible, separate from existing road system (not unlike a LRT options) to maximize effectiveness.</p>
<p>At grade on Centre street is going to be a traffic and safety nightmare. Do the right thing and build this portion underground. I currently take the #2 bus to work, what happens when I get to Centre street at 12th Avenue and centre street is a parking lot? This proposal is making things worse, not better for thousands of transit users.</p>
<p>I have lived in many cities in Canada; please take the concerns of residents seriously - control for NIMBYism, but listen to the features of the area that made them want to live there in the first place (and others visit).</p>
<p>Above-ground LRT is a terrible idea. If the cost of keeping it underground (tunnel) is too much, then wait for funding...having LRTs surface in the middle of one of the best preserved spaces in Calgary is going to ruin an area that families, residents, & visitors frequent.</p>
<p>2nd street and above ground?....Jamming a train right next to people's homes?? It's loud, ugly, damaging to the park, damaging to the quality of life in the communities, damaging to the peace and wildlife enjoyed at Prince's Island Park. Make the train go on bridges and roads already built and noisy, like Centre Street. I thought the greenline team believed in improving the quality of people's lives?? Clearly not. Great cities don't put trains metres from people's living-room windows.</p>
<p>If you can't find enough money to put in a tunnel, redefine the scope to account for it or defer the project for another year or two.</p>
<p>Need to re-engage with Crescent Hts community. 9th Ave station should be back with a surface line. No buses until north of 16th get station at 16th underground and across 16th Ave as a bare minimum. Need to keep on street parking, street trees and sidewalks - not sure you have enough right of way to have surface line as well. Streetscape is more important and we need to plan for the long-term even if that means delaying construction.</p>
<p>Its upsetting to see how delaying this project has led to more costs with less and more dangerous traffic causing rail.</p>
<p>When is the estimated competition of this project. I believe the city needs the project completed as soon as possible.</p>
<p>Eliminate the entire south section, start building from North Pointe, and tunnel from 64 the the bluffs across the bow river, bridge into downtown. You will get way more ridership this way, and you can build more stations like this.</p>
<p>Green line Cost for a fixed line that takes up extra space.</p>

Other Comments (Online)
<p>Electric busses can go anywhere depending on demand and are environmentally efficient. A rebate for electric cars instead. Build more paid parking for the city. Save billions... This will ruin the new wildlife habitat at prince's island park... Migratory birds now settled and take their homes? Path system down. Changing entire plan with no public consultation because of now time and budget... Cancel and buy electric buses!</p>
<p>Must pass under 16th Ave without impeding the flow of traffic.</p>
<p>I am looking forward to seeing this project go forward, as it will provide great transit connections to my workplace</p>
<p>If the BRT route is going straight up Centre Street and since there are long range plans to bring the LRT- Can you get rid of the bus only crossing at Center Street and Bedington trail and open it to full vehicle traffic?</p>
<p>I am very concerned about the bridge cutting off and isolating the community of Sunnyside. Pedestrian connections and park space is very important. The bridge that is planned to run up through the communities is going to change the quiet residential feel to a high traffic, potentially dangerous area, with little thought to existing infrastructure. RUN THE TRAIN UP THE EXISTING CENTRE ST BRIDGE!</p>
<p>How will this affect the residential areas on 2nd St ?</p>
<p>As a resident of Crescent Heights (east side of centre street), I have a few concerns with the sudden change to an above-ground line.</p> <p>1- what is the commuter traffic mitigation strategy? I am concerned that frustrated commuters will short-cut through our residential streets. Children play on our residential streets. 2- Where will pedestrians and local traffic be able to cross centre street? 3- Will an additional station be added at 9th avenue? 4- Noise? Residents deserve details!</p>
<p>City planners need to do a better job planning and sticking to it, or get a job elsewhere. Why do we pay consultants if our planners are qualified? I feel they are not qualified, fire them, that is what happens in the real world.</p>
<p>I live at the Waterfront Condos on 2nd St. LRT will be at my front entrance. Where does the bridge end and grade level start? How high is this bridge?</p>
<p>Eau Claire was supposed to be a walkable community. To build any station above ground on 2nd Ave SW is a no go. Property values will immediately drop by 50%. You will destroy this community. All of us who have chosen to live in Eau Claire over the last 25 years will suffer huge financial consequences. Eau Claire was supposed to be the heart of the downtown residential community and now you are set to destroy this I-fe style. Ugly sight, dirt, noise and ground shaking is not acceptable.</p>
<p>As a resident living in 205 Riverfront Ave SW apartment, I value the quietness and beauty of the greenspace that is Prince's Island Park. By building an above ground station at Eau Claire, you fracture that beautiful river walk and ruin the experience for all Calgarians that visit this area in the summertime, as well as the many tourists that visit the Bow River pathway and Eau Claire area. Don't ruin the beauty of the area for cost cutting measures. This does not improve our city.</p>
<p>Second class thinking. London, New York and other great cities have extensive tunnels under much more challenging terrain. Chickened out Council, chickened our and don't preach cost control while enjoying two pensions and transition costs!</p>

Other Comments (Online)
Allow time for proper community engagement or else cancel going north of 7 Ave S. Wait until there is funding to do it properly.
I understand the importance of keeping in or under budget. So please don't cheap out and build something we will all regret. Further reduce the scope of phase 1 by moving the river crossing and all sections of centre st N to phase 2. Please do this right!
GL from south to core ok. Then use current NE line, branch off the new GL line North at Nose Creek, run past Spark to just before 96 ave(open area now south of new Hotel) over to Centre st North up to Carrington. Branch from 96th/Nose CK. east to YYC. Yes Centre ST to Beddington no line, however it has a good bus system straight to downtown and there isn't room to build the line. Delete Centre st bridge/tunnel, using current lines. The money saved on bridge/tunnel goes to YYC new line
I'd like to see the data on the idea of underground stations hurting ridership. Sounds like an anecdotal idea being used to justify a bad decision. It runs counter to the experiences in great cities. People take good transit! Consider what we want Calgary to be and spend accordingly. The original plan was well thought out!
Do not build at any cost (just because you have to build). Green Line is to go regardless, we all know that. But please do not compromise just to satisfy present tempers or trends or hardships. Stopgaps and makeshifts seem to have lengthy lives. This line belongs to the underground, at least where leaving downtown and for another mile or two.
I was thrilled with this project but now I am just disappointed. Do less and get it right. The BRT is a great way to extend the line until more sections can be built.
The train needs to be fast. Waiting for traffic is so frustrating as a train passenger. The train needs to be a first class transportation citizen.
The fact that a proposal to elevate this through Prince's Island even made to a community engagement exercise is extremely disappointing.
Contingency for a 9th Ave N station.
Please let me know when the next meeting is scheduled.
Go back to the original BRT plan.
I recall reading an article outlining the resentment felt in the Kensington community when the train went through there at first. The story ended with all the residents feeling happy about the train once it was done. I'd expect similar stories in 10 years. This train must be built!
The river and the park's precious ecosystem will be disturbed with a high line over the park. This is a precious park that supports a critical natural environment. If the old streetcar could climb the Centre Street hill then surely the proposed train can too. Why are you bothering to cross the river at all when it only goes to the TransCanada? Wait until you can offer more to the north!
You (edited out) are designing over my house. You are screwing over Calgary with a second rate option that will kick people like me out of their homes! If this was indigenous land it wouldn't be happening. Worried about cost of building a tunnel like every other 'decent' city has done? Then shelve the project until it can be done. Do it properly you leaches.
pure and simple once green space is gone its gone forever. build a huge bridge through princes island park and you go down in the cities history and one of the worst decisions ever made. once its gone its gone.
It would be negligent to decide to proceed with this proposed north alignment without first completing a cost benefit analysis, which requires a thoughtful review of costs including: reduced value of Prince's Island Park, reduced value of Riverwalk, financial harm to residents next to the line, reduced quality of

Other Comments (Online)
life for those negatively impacted by higher traffic congestion downtown and on centre street, \$5B+ that will actually be spent and operating losses over the lifetime of the line.
I would prefer a dedicated bus lane with service every few minutes during rush hour that the LRT at surface level. The latter will destroy the neighborhood. A dedicated rapid bus lane and eliminating the counterflow will foster further community development. Also, maybe consider the bus lane being free like the LRT downtown.
Will the city actually be using a bridge to cross Princess Island Park, or will a berm be used instead (similar to the portion going through Inglewood/Ramsay)? I feel that a berm would better preserve the park-like nature of the area by hiding concrete features, and maintaining a green look.
For the 2nd St. bridge, you should use existing bridge near East Village or Centre Street and heading downtown for better connection and save money. Not to put a new train track beside the more than 1000 unit Waterfront buildings and put all the people's lives in danger. Also summer activities (Canada day), Stampede, folk festival, taste of Calgary activities etc. or jokers/bikers/family walk are all impacted and disturbed by the noise...it's going to harm Calgarians for this new green line.
The way that the green line is constructed through this area needs to be improved upon. It will disturb Prince's Island Park and will cause noise for residences in the area. An underground solution through this area would be more favorable.
There was extensive consultation and review to determine the original alignment. It is incredible that the required depth = actual cost of the line was not identified earlier. This is terrible planning. The real need is for the far north and growing communities. Bus lines or a tram south of Beddington would support community growth. Using the Nose Creek route would improve transit times for north of Beddington by 30%. It's a no brainer.
I don't understand how the BRT transfer to the LRT at 16th Avenue North will help shorten commute times for riders from north of Beddington! If I was on a bus I'd want to stay there until I got off downtown. The space required just for transfers would be huge at rush hour - and deserted most of the rest of the day. How would this improve Centre Street and 16th Avenue N? The area is already struggling but was starting to pick up - this would be a death knell to any revitalization effort.
Please think long-term, not for short-sighted cost advantages and build this properly with underground stations and tunnels. Limit construction as necessary. This is a generational project, not something short-sighted politicians should ruin for the rest of us.
In general, this proposal appears to be a good compromise. But more info is needed for consultation, esp the expected cost vs budget. At this time, if financially possible, turn the N BRT leg into rail, add a station on 9 Ave N, and commit to plan for a BRT for the S leg. Both current termini are too far removed from a large population to keep anyone happy, so a focus on one (the N leg) for rail is important from a city-building perspective
Really, this thing just has an absurd life. It was 4.5 billion for the whole thing, then, 4.5 billion for half the thing. Then the council decides the half should start nowhere and end nowhere! No help for the south, no train to the airport, now, divide Centre with a surface train with NO station in Crescent Heights! So, no one rides from that whole community. The finest traffic engineers in the city told council to shelve it as it will cost over 9 billion. Build the BRT. The future may be diff!
Feedback form poorly designed. We are all putting responses in the little box above, which is bigger than the character allowance. This box buried further down. Smells like you don't really want feedback.
It would be negligent to proceed without first knowing the costs associated with this alignment, including: reduced value of parks and Riverwalk, reduced walkability of 2nd Street, increased traffic congestion downtown and on Centre Street and lifetime operating losses. These significant, permanent costs need to be identified and made transparent to citizens if the City is going to make a responsible decision that is best for the City, as opposed to a selfish political decision by council.
As a resident with two properties along Centre Street, I have long-awaited the Green Line. As much as I want this train like, YESTERDAY, I am willing to wait for an end-product that puts Calgary on the map. I strongly feel it is better for the esthetic and function of our inner city neighbourhoods to keep the train

Other Comments (Online)
underground and build the dreaded tunnel. We need to be putting in infrastructure that makes sense for the future, not just a quick fix solution to fit a budget. Fundraise!
Owner in EC. The plan for an at-grade station + bridge across PIP will impact the community negatively: 1) heightened security concerns with more transitory people (proximity to DI), 2) noise levels, 3) view of bridge (train frequency) will lead to lower prop values (and tax). EC is a vibrant community hosting festivities because of its attractive location by the Riverwalk and quiet setting. People like this area because it is secluded from busy traffic if we cannot afford the tunnel, just wait.
Crescent Heights needs a stop on 9th Ave! We are a community worth visiting. Help us grow the retail/restaurants along Centre st.
As a resident of Crescent Heights I think it's vitally important to have a station at 9 Ave. This allows resident of CH East and West to use the Green line with ease. It will allow people to get off the train and visit all the great local businesses that are finally coming into our neighbourhood.
Unfortunately, the City has done a very poor job with the Green Line from the beginning. For starters announcing the route and estimated cost without any proper analysis. How many years has Green Line been on the table? We just seem to be going round and round in circles. Wish someone would make a decision and just get it done.
It's hard to imagine how all this is going to fit down 2 ST SW. What elevation/grade will the tracks take in front of Waterfront/Eau Claire? How will you accommodate traffic/access currently handled by 2 ST SW? There are a lot of details required to understand how this will look and its impact on the residences on and adjacent to 2 ST SW. What compensation plan is being considered for owners who purchased here before this update was revealed?
In for a penny, in for a pound. I would MUCH rather see a moderate tax increase than see a surface bridge by Prince's Island. I would implore you to re-examine underground options. A city council that votes for this option loses my vote to a new candidate automatically.
Create relief tracks on the green line so it is easier for trains to pass broken down trains.
I think you should go ahead with the first phase as soon as possible .The line from 130 se to where the new sports centre is going to be ,is all planed and has to be built before any other part because it includes the storage facility. The longer you put off the start the more it will cost.
Stop the line downtown until the section up past 20th avenue can be done underground.
Would strongly recommend starting from north pointe and building into down town. better to have one complete leg that will be used than half a leg that wont be used for 20 more years.
Don't destroy Price's Island Park with this train. Wait until we- the city - can afford a proper and less destructive route. Terminate the South route downtown. The north arm gives no value and is so messy.
PLEASE do not put the train above grade on Centre Street! The loss of lanes of traffic is going to cause massive disruption, both on Centre Street and 16 Ave. We have made do without this LRT route for so long...if we can't afford to do it now we should wait until it can be done properly.
The downtown stations are not very well placed to transfer between the other lines. I don't see the Eau Claire train station adding any value to that area with the poor transferability, you could walk from 7 Ave faster than going in and out of underground station and waiting for a train. The Beltline stations are too far out of Core without a middle downtown stop. Distance between 7Ave & 6 St and 11 Ave & Centre St S is too far for the density of people.
The new constitution process is ridiculous. You are obviously not looking for real input.
Vehicles that are both electrically powered and autonomous are on the horizon, and could be available for mass transit options within a decade. Electric power will make the vehicles quieter. Autonomous driving should make these vehicles cheaper to operate, more user friendly (door to door service), and with total flexibility in routes. It doesn't take much imagination to see how such vehicles could make rail mass transit systems obsolete overnight. I hope this has been seriously considered.

Other Comments (Online)
<p>The entire south leg does not make any sense. It goes predominantly through industrial areas and only skirts along residential areas. The north development serves a much denser residential base. The BRT makes economic sense if developed with an eye to future LRT if warranted.</p>
<p>Surface train on 2nd St is a horrible idea & having a bridge come down into several area condos immediate views is simply ridiculous. If you can't build a tunnel as originally planned then end it at 7th Ave & revisit in 10 years & when you can afford it. The new design plan simply looks like someone is trying to shoe horn in something at the last minute. Either build it properly, or don't build it at all.</p>
<p>I would like to know why going ahead with this is even being considered at this time. The city is broke.</p>
<p>If there has to be a bridge over the Bow River, the bridge should include walking/cycling infrastructure to increase active transportation options from Crescent Heights into downtown. I am, however, concerned about the ecological impacts to the McHugh Bluff and Prince's Island Park. A bridge should be designed to minimize environmental and aesthetic disturbance in the area--the natural features of these spaces are important for the mental health of inner-city residents.</p>
<p>Yes. Stop the entire north section construction of the green line until it can be built underground.</p>
<p>I don't know why the city is so eager to destroy the best park in the city. Hasn't Calgary struggled enough? This park is beautiful and unique. The location is ridiculous. If we can't afford to build it how it should be, don't build it. Its pretty simple. We have survived this long with out it. What will not survive is all the wildlife in the area. This is one of the stupidest ideas I have ever heard and I have lived here a long time. Just amazing.</p>
<p>I have a great idea. Don't put a god damn train over a park. How is that? HOW STUPID. What other city has a train over a park. Please tell me.....will wait patiently....</p>
<p>Make sure that the entrance/ exit for the tunnel can be blocked off from flood waters, and have an internal pumping system to prevent tunnel flooding.</p>
<p>This is a terrible idea. Ruin Calgary's most valuable park with a train going right through it? Squeeze rail cars right between a residential neighbourhood on 2 St SW? How will these residents access their parking ramps? Zero thought went into this plan. I will be doing everything in my power to take legal action against the city if this new plan goes through.</p>
<p>Make sure to minimize damage to princess island, other go with the birdge</p>
<p>Start planning for "complete street" rethinking of Centre St. N.</p>
<p>Has the City of Calgary sought enough options for the planning and installation of the green line and how it will serve all communities and be upgradeable as time moves on? After review of how the English Channel tunnel was planned and executed between England and France, I feel that the application of working transportation examples from the global community may offer additional options for our green line and our ongoing infrastructure. If this has already been considered, cool!</p>
<p>I live in the south and though it doesn't affect my neighborhood, putting the green line at grade along centre street to 16 Avenue is the wrong decision. It undermines the purpose of the Project. Do it right or don't do it at all. Focus instead on the downtown core/South, with the North having a BRT to the 2 Avenue SW station instead of LRT for this phase then. For the next phase extend the LRT from the 2nd Ave SW to 16 Avenue, with tunnelling under centre street. Do not repeat the same mistakes</p>
<p>I think a surface train up Centre st is a wonderful idea - as long as there is a stop somewhere between the bridge and 16th ave. An additional stop would allow people to get off on one end of Centre to shop and eat along the way to the next stop. Crescent Heights really needs this additional stop to grow our business district. We also have a larger lower income population that would use the train to get to other destinations in the city. Don't leave us out!</p>

Other Comments (Online)
<p>Tunnel makes more sense. Think forward not so present day. Vibrant cities need parks and transit. Running the train through a tunnel makes less noise and long term sense. Doesn't hurt views or mess up the already busy road. Save the road for cars and more bike lanes.</p>
<p>Yes to bridge, no to at grade centre street</p>
<p>Lets just cancel the greenline all together no one can agree therefor we should definitely not do it.</p>
<p>What is the cost of expropriating property to build this line? Rather than build one continuous line, build 2 lines then you can cut out the tunnel under downtown. Ground level trains means different trains for Green line vs Red and Blue lines - no inter-changeability, higher overall cost, less flexibility. This has not been thought out and is a waste of money. Stop the spending now!</p>
<p>I am relieved the alignment through the Beltline was not converted to surface track. This high density neighbourhood more than pays its way in tax revenue and is regularly passed over for urban amenity in order to subsidize green field development.</p>
<p>I live in McKenzie Towne and would love to have line out here, but the current approach is misguided. Each leg only makes sense if it reaches the suburbs. Letting a Maintenance facility dictate the first phase where none of suburbs are reached (North or South) is misguided. Pick a leg and build it out. If it's North do that, if it's the SE, great, instead the current plan will result in us spending twice the cost of the Canada Line with half the ridership.</p>
<p>I live in the NW and use the 301 almost every day. I would use the green line every single day. I realize that it will take time to get to the North, but in the mean time, without a real rapid transit route, we're being abandoned. The 301 is good but it could be better with more frequent buses, dedicated lanes. It's a good start but we should have our own MAX Transit line. It's sad seeing the maps downtown and seeing that we're the only area of the city without a real rapid transit line.</p>
<p>Would the council be able to have a discussion on value to this great cities tax dollars and future "realistic endeavours " in light of the recent past that has come upon us in the west. Living in the SE quadrant of the city and witnessing the remarkable task of the BRT SE route. Would a discussion in council bring forward a motion to visit all options in relation to tax payer value in future projects. Thanks</p>
<p>Green line is not necessary. It adds heavy burden on taxpayers. Alberta's economy is shrinking. Long-term outlook is not great for Calgary.</p>
<p>The reason that I choose to stay in Eau Claire is because of its quietness, safety and easy access to downtown. If greenline is built, everything will be disrupted and a lot of noise and safety issues will come by. Many people like me will choose to move out of the area and the property will drop. I am strongly opposed to the construction of green line!</p>
<p>Honestly, projects like this are why Calgary will never be an ACTUAL world class city. Instead of spending the money to do the most important part of the project PROPERLY, they're looking to cut corners right from the start. TUNNEL THE LINE THROUGH DOWNTOWN. If that means the line is shortened, FINE- run BRT lines north and south (with dedicated lanes and heated stations) to tie into the downtown Green Line. But do it PROPERLY, now. We have one shot at this, let's not screw it up.</p>
<p>The City spent millions of dollars on plans & engagement, 3 years ago. I participated & the community shared their concerns. What a colossal waste of time & money! As usual The City is short-sighted in their investments - as it is I can not get out of my community until after 6pm; as it is cars cut through from edmonton trail to centre st. at alarming speeds. Centre St. will become an ugly corridor. & don't even get me started on the negative impact to our beautiful Prince's Island. Brutal.</p>
<p>I am strongly disagree and disappointed about this idea of building a bridge over the river as a Eau Claire resident. I got a nightmare every day thinking about the future I have to see the train passing by my balcony, people inside the train can see me sitting on the balcony BBQing. I use to have a nice river view but not anymore and the value of my unit will be dropped. Also this project at surface will destroy the environment and the wetland that we always want to maintain it. Pls change!!</p>
<p>I want to preface this submission by acknowledging I understand the reasons why the City decided to reevaluate the green-line alignment. However, both the proposed bridge over Prince's Island Park and</p>

Other Comments (Online)
<p>the surface alignment up centre (and more importantly, across 16th Ave) are bad ideas. Both these proposals will have dramatic negative effects on the public's ability to enjoy these areas and are shortsighted. If we are going to do this, it needs to be done right.</p>
<p>I am concerned about the impact on the park, noise near the park, views across the park, traffic impact (pedestrian and vehicle) on centre street. Underground seems a better option across the park unless you have ways of making the bridge attractive, etc.</p>
<p>Surface transit along Centre St. runs an extreme risk of killing the potential of that strip as a vibrant pedestrian-oriented Main street. Bridge across the river is fine, but tunnel under Centre St., otherwise it will end up like 36 St. NE, which is as far away from a mainstreet ideal as one could imagine. The City should be burying some of it's existing lines as well - like the Somerset-bound leg along the Stampede grounds.</p>
<p>This significantly impacts McHugh Bluff, the Bow River, its pathway & Prince's Island, some of our most important & popular park spaces used by people from the nearby communities, citizens from all over Calgary & tourists. The proposed changes including a bridge to carry the train over the river & Prince's Island, will substantially impact their natural & recreational qualities. All this to minimize "the user experience" of people on a train. Subways in Toronto, London & Paris seem OK to me.</p>
<p>This latest communication contains several spelling mistakes and incorrect dates. You need to do a better job of proofreading these communications before you post them online for public viewing. It reflects poorly on the communications department and City.</p>
<p>People whining about the bridge over the river are exaggerating problems. Many parks in this city are beside a train, and people don't cry over them. See any of the parks along Deerfoot, or the existing Train all are well used.</p>
<p>If the train is to run at grade on centre street the very least you can do is put it beside the sidewalks, not in the middle of the road. We can design things that are better than Europe. Don't just copt and paste their awful solutions, (with respect) use your heads!</p>
<p>Look at the disaster that is 36th street NE with the surface mounted train station. Pedestrian deaths and massive traffic delays. You cannot have a surface train crossing the transcanada highway!</p>
<p>Pls consider starting this project faster. The waste of money and energy on over consultations is depressing. This service is badly needed and we know it. Complaints are all anyone does anyways let them do that while we ride the train already</p>
<p>Laycock park, Bottom Lands Park, St Patrick Island Park, Edworthy park, Wild-lands Park, Glenbow Ranch and many other areas have trains going through them. All those parks are still vary nice and people go to them. Build a bridge over the park, and take steps to minimize noise (sound wall) it will be fine.</p>
<p>Traffic just south of 16th ave wont be that big a deal. HOWEVER when you extend the traffic north of 16th it will become an absolute nightmare to deal with because of the three lane reversal being turned into a 1 lane north 1 lane south. Think about the future over today please!</p>
<p>The wetlands provide a natural preserve as part of the park and offer to families access to wildlife and its experience a loss through a bridge is a travesty to the park legacy</p>
<p>2nd street is to narrow for needed requirements return to underground</p>
<p>Safety of pedestrians, East west traffic, cyclists are at risk. An above ground design on 2nd street puts the public at risk</p>
<p>Barclays walk and Mews at Waterfront have restricted access with a ground alignment</p>
<p>If you put the trains on the sides of the road instead of in the middle you can maintain 4 lane traffic. While providing the cheaper option.</p>
<p>No train is better than poor planning with a noisy eyesore destroying our downtown riverside atmosphere and the park. No above grade trains.</p>
<p>This could save those living north of the downtown core so much is cost of transportation and ease of access. The limited access to get from the NW to downtown, the zoo, Telus spark, neighborhood</p>

Other Comments (Online)
libraries, and grocery stores by transit is shameful. Sidewalks need to be maintained for accessibility and I think there needs to be thought given to the demographic of transit users. Those with limited mobility or caring for young children and the elderly need to be able to safely reach the bus stop
Please don't take a decision keeping just today in mind. Don't do something that the generations to come will blame you for taking a wrong decision. Do it once and do it right! Bridge over the river and on the princess island park is a bad idea. If the city cannot afford it then plan for a bus route from a station North of 16th Ave to the intersection with the downtown line until the city has the funds to do it right! Don't spoil the iconic princess island park. I hope better sense prevails!
It makes zero sense to not extend the SE leg to stations that will generate significant ridership numbers like MckEnzie Town, while spending billions to build a single station / bridge on 16 Avenue. A BRT for the North and fully extended SE line makes the most amount of sense.
Why bother with all the expense of crossing the river for only one station (ie a station to nowhere) on the north side of the river.
Without a 9th ave station, Crescent Heights bears all the burden of this plan, but with zero benefit.
14th Avenue alignment to 2nd St SW would be a better option. the park space could be used to make the turn northward.
greenline? not anymore, cause you are trying to destroy that tiny area for the wildlife! Eau Claire has always had a reputation of a quiet area, great for walking all year round, running, sitting on a bench and reading, basically enjoying the silence! Beside the wildlife, no one at City is thinking about residents who paid tons of money for living in this area. That's devastating for us the residents of Eau Claire! Pretty sure drilling and digging the ground will damage our building on the 2 ST SW
The feedback process is hard to find and inadequate, there needs to be an open, and anonymous, comment area. If I were a suspicious person, I'd wonder if city hall really wanted feedback at all. I know it's hard to be burdened by criticism, however, it's worse to be burdened by ignorance. Clearly the process doesn't work and the senior people at city hall don't want to acknowledge how mismanaged the city really is.
Thank you for your continued work on this project. Fast, accessible & frequent transit is freedom for many. Please continue to consider reworking bus routes - more frequent and new routes based on the continued changes in our city. Many cities with great success have created bus-designated streets. More people will use transit, if it becomes the faster/cheaper way to travel. Environmentally & resource wise - this has to be our future. Thanks again!
I understand the importance for saving money, but this is a lot like peeing in your own bathwater. Some sensible approach to the value of the amenity that is prince's island should be granted. Don't do the project if you can't tunnel under the river... You'll ruin what is likely the most popular park in Calgary - and it's irreplaceable.
The realignment is poorly conceived and appears to have significant long-tail impacts, which will be liabilities.
It should proceed down Centre Street, go underground 16 Ave and stay underground, could use the lower level of the Centre Street bridge, then duck underground again in downtown.
This would mitigate eyesore concerns and may help with cost. Traffic on Memorial can be routed appropriately. Impacts on the lower level of Centre St. bridge are ok.
Form is short, email snicol@gmail.com
I lived 30 years in Huntington Hills and now 10 years in Crescent Heights. People in Crescent Heights won't use the train (we walk downtown) and those North of 16th Ave would ALL have to transfer at 16th Avenue. No one wants to cross the river from downtown only to have to transfer at 6th Ave. Don't bother building North of the River until you can build at least to 64th Avenue. I'm also concerned with congestion on Center Street. Without lane reversal the reduced capacity will be massive.

Other Comments (Online)
Don't ruin Princess Island Park
Nonsensical to put train line above grade through beautiful PI Park to save minimal dollars!!! In addition to the added congestion it will cause. Defer project until it can be executed properly.
A bridge over the river makes sense but the train should be underground on Centre Street. Also, an additional station at 9 Ave is required.
Already there is extreme traffic congestion on Ctr St and 9th Ave twice a day, due to buses carrying students to/from Cr Hts High School. Adding above ground LRT would be a nightmare. Not to mention the noise and disruption to the residential neighbourhood. Strongly opposed to any above ground LRT through Crescent Heights.
Do not build the train above grade to save money. Think of the failures of businesses along 7th AVE on the original lines has cost City of Calgary millions in the past in possible tax revenues and effectively killed a whole avenue in DT YYC. Parks, although not large tax revenue generator for the city have a perceived value. Many festivals and events happen in and around Prince's Island Park and having an above ground train line would detract from that. Environmental concerns over watersheds?
I am tired of all the bickering and constant reworking of the alignment and project. I would like counselors to respect the process and just get this done. We have been waiting for years for this project. STOP DEBATING AND ACTUALLY DO SOMETHING!!!!!!
I am very strongly opposed to having a station on or near 9th Ave. NW. The possibility that this might happen has caused me to have a great deal of anger, anxiety, and depression.
Long term thinking vs short term money savings, underground stations and access to events district key, would like to see south community's connected to LRT. LETS GO!
Put the train underground, if not put it by the curb to minimize traffic impacts. Stations in the middle of a road are dumb.
Finish the south leg all the way to seton before starting north phase. Increase bus frequency and routes to north in meantime. I live near potential 16th ave station, and do not agree with doing at grade tracks for one stop that is not needed. Transit for 16th to core is already in place with HOV lanes and buses. Complete south portion properly, and wait until tunnel for north can be funded. At grade crossing at 16th ave would be a disaster and ridiculous at the #1 highway.
I think the green line is a great idea, but the alignment over Prince's Island is not. I am also concerned about the businesses on Center St. The city nearly bankrupted the businesses on 17th avenue with the lengthy upgrades. Let's not do the same to Center St.
To minimize environmental impact, the bridge should not go over the wetlands and the quiet east end of the island. My idea: after the 2St&2Ave Stn, heading N, turn E and run parallel to Riverfront Ave until Centre St, under the upper deck, turn N and run along the E side of the Centre St bridge. Centre St bridge already has an underpass for the river pathway as to avoid potential tracks, could it be widened/upgraded to accomodate more foot/bicycle traffic at the point where it crosses Centre St.
Noise pollution will disrupt the peaceful lifestyle of thousands of waterfront residents. It will have irreversible damage to the quiet and natural environment of Prince's Island Park. The alignment should not pass through the Eau Claire due to low ridership demand from 7 Ave to the Waterfront. Walking and cycling will be greener than taking the train. Too many modes of transportation will cause safety issues for pedestrians and cars, especially in this existing residential zone.
Cost savings do not outweigh impact on congestion, environment, outdoor recreation, and beauty of the river. Don't do it please!!
Speaking from the perspective of a professional engineer who has overseen multi-billion dollar construction projects, I believe the entire Green Line project is poorly defined and should be scrapped ASAP. I have no confidence in The City's ability to manage project schedule and budget.
I am am in favor of the Green Line.
Melbourne Au uses lrt trains that are convertible to buses in dense, built up, congested areas that are very expensive to expropriate land. Buses run in heritage communities and along parkland then settle

Other Comments (Online)
on track to zip out at high speed to more outlying communities that are not as dense and have less urban hardscape. Works like a charm. Saves mega dollars on expropriating and Build tracks.
Prevents the hollowing out of older established communities the way Americans did with their subways
This will ruin the beauty of the downtown Waterfront area, Prince's Island Park and Crescent Heights.
Why ruin Prince's Island Park?!?! Keep the LRT underground!!!!!!
Calgary seems to be destined to be a third rate city with plans like these. Transit should take priority over roads and new communities
Building a Centre St N station is essential. The crossing of the Bow needs to be done in a way that does not interfere with the ecology and human use of Prince's Is Park and the river pathways. The bridge should include a walking and cycling pathway. The alignment through Eau Claire and Chinatown must attract people to the area, not make it more difficult for pedestrians, cyclists, and motorists.
Low floor or not, taking away lanes from Centre Street will create terrible congestion today. Wait till all that densification the Planning team wants to allow... Don't turn Centre Street into the mess that 36 street NE is.
Yes to bridge over princes island. No to surface at centre street at the very least you could move the trains to the lanes next the the sidewalk curb so you don't have train stations in the middle of the road.
The value of princes island park is highly overrated. Putting a bridge over it would not be that big of a deal if done right
Many parks in Calgary have trains around them/through them. Why people are getting up in arms is nonsense and should be ignored. Build the train with proper sound protection and art over the park and no one will care 10 years from now.
I get that putting an LRT on the street is cheaper now but in the long run when traffic becomes an issue we will be forced to put it underground. The combined cost of the decision would be higher than the now costs. Not good long term thinking
IF you absolutely must put the LRT at grade put them in the lanes beside the curbs. This way you can maintain 4 lanes of traffic, minimize cost to build transit stations, and maximize pedestrian safety since they won't be in the middle of the road.
Tunnel! Edmonton trail cannot handle increased traffic
Centre St and 16 Ave are not pedestrian friendly. Unpleasant for accessing transit although transit is much needed here.
Why do we need new downtown stations? Why can't we focus on getting the lines built to the communities who need them and YYC rather than rebuilding existing infrastructure in the downtown core? Council continues to approve new communities with zero transit infrastructure. Developers have capitalized off these misleading promises for years. When will the pandering stop and the actual project begin?
Build only south of the river and connect the North with a BRT until a tunnel can be built.
The safety problems of a surface train are obvious with regular disruptions in cold weather, and when there is a crash that stops everything.
Please rethink this route. Question - Since traffic along Center is going to be a mess with this train, why not just run the train straight down the Center st bridge? Why route from the top of the bridge across Prince's Island when a 4 lane Center st bridge is useless when it reduces to 1 lane each way at the top of the bridge? How do you plan to blast a train through princes's island without impacting the walking paths and impacting the beauty of the area?
I know I'm way too late but I'm sold on the gondola idea (http://gondolaproject.com/category/public-transit/). They're quiet. They can be big (>75) people. Way cheaper than trains. Don't interfere with traffic. Don't need as much staff (1 or 2 per station). Need more capacity? Throw another car onto the

Other Comments (Online)
line. Instead of a constant track you just have posts every x meters. Environmental! All electric. My only 2 questions: how to turn corners? & droop between posts on flat sections?
This is the worst plan I've ever seen. If we don't have money to tunnel the train and do it right (as approved in the original plans), don't do it at all. All communities in this area north of the river are screwed if this goes through. Traffic will be worse than it already is and commuting to and from downtown will be a nightmare. A bridge over Prince's Island Park? Way to wreck one of our prettiest inner city gems. As a current Crescent Heights resident, this infuriates me.
It needs to be underground. We don't need anymore surface crossing. Center street traffic will be disastrous esp during rush hour.
Any new LRT or BRT should not come at the expense of lanes for vehicular traffic. Reducing Centre St to one lane in each direction will significantly increase congestion, commute times, and pollution. If tunneling is not a viable option, then cancel the LRT/BRT or run it somewhere with less impact on drivers like Nose Creek or 4 St NW.
As long as you do not put the LRT in the middle of the road I do not really care if it is above or underground.

Other Comments (In-person)

Other Comments (In-person)
Transit only support [?]0% ish of population -> lower taxes, recreation facilities benefitting more people
Understand priorities of calgarians - maybe bigger benefit doing something else
What is the contingency plan for brake failure on centre street
Add bus lane to bl [?] . bridge
Hill is full of water under pressure So go to Nose Creek use same vehicles better economics
1 street west is a better option for the school for mobility like 10th St NW makes more sense
Edmonton Trail remove parking lanes bottom too steep
Nose Creek lots of development opportunity connect to existing at zoo
Scramble crosswalks on centre st ?
Is there research or data that explains whether a train is good or bad for adjacent businesses?
Building it for the wrong reason
need to see budget for full line
After hours not enough [?] who is using it just for events (events centre)
need a more condensed city to make this work doesn't make sense with sprawl

Other Comments (In-person)
Economics - ridership - sliding fees - pay more from suburbs cheaper for inner city - interest rates
greenline if not underground cancel it
As a pedestrian how do you cross over centre to bluff
Centre street as a community destination not a city destination
16th is an EMS corridor how will priority work trains/EMS
current situation we can't afford it + don't need it anymore
Extension to airport is more important re-examine nose creek
university more population
downtown no one is going there now
LRV will take out 4 lanes not two
need to measure actual width
Build more than just the core and the south
Not completely funded yet - how do you start w/o all the money
Operating costs not enough \$ for it right now downturn downtown
What is the ridership in the south that shows demand for the line to go south?
cost benefit analysis share the negative information as well
It is important to actually calculate the negative impacts of this option. What are the <u>costs</u> of these negative side effects.
How will meaningful (=ability to understand impact on my business) public consultation be make possible + when?
WHY ISN'T THE CITY SPEAKING TO THE NEGATIVE EMPACTS? cost/benefit analysis
if not enough money to do tunnel don't build
Operating costs 40\$ million shortfall a year passed onto taxpayers.
Engage Portal - comments deleted?
GL not necessary anymore Neil McKendrick not needed BRT is faster

Other Comments (In-person)
AWFUL TO HAVE IT SURFACE
ROUTE TO AIRPORT IS MORE IMPORTANT
DON'T DO IT IF NOT ENOUGH \$ GO UNDERGROUND
ECONOMY DOESN'T JUSTIFY IT DON'T SEE RIDERSHIP BEING REALIZED
This is meant to be a legacy project. Break it into two segments if we can't do this right now
Try to get construction done as quickly as possible to minimize length of impact
WHY ISN'T THE AIRPORT PRIORITY FOR TRANSIT?
Find a way to reduce noise as the train enters the station
NO RUSH TRAIN SHOULD BE DONE WELL PRESERVE NATURE SAFETY, QUIET
Safety is not stated clearly or explicitly enough in the design principles
Access to Ramsay Station over tracks/ under tracks
water treatment plan dam
Single line is stupid -
Land coming back? Harvard waiting for City Elevation difference wait for 3'6 too slow/ice/snow



Green Line Updated Alignment Survey

Citizens' View Panel

March 26, 2020

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Background and Methodology

Background

Citizens' View is an online panel that encourages citizens to participate in shaping City of Calgary programs and services through surveys, discussions and engagement activities.

The Green Line is Calgary's next LRT line. Construction of the first 20km of the Green Line, referred to as Stage 1, is anticipated to begin this year, and will extend from 16 Avenue N (Crescent Heights) to 126 Ave SE (Shepard). An updated Stage 1 route was presented to Calgary City Council in January. The purpose of this survey was to gather feedback from Citizens' View panel members about awareness of and attitudes toward the updated Stage 1 Green Line route.

Methodology

An online survey was conducted with Citizens' View panelists on February 20, 2020. The survey was sent out to 2,818 panelists. Among the 1,526 who came to the survey site, 1,131 panelists (40% of the outgo) completed the survey by March 1, 2020.

The following findings are not considered statistically representative of all Calgarians. The work is exploratory as a result of the make up of panelists currently on the Citizens' View panel. The results should be regarded as directional and should not be projected to the larger population without research with a representative sample of citizens.

NOTE: A day prior to the start of fieldwork for this survey, there was a local media report about a private event with City officials and a group interested in pausing the Green Line project. This may be reflected in some respondent comments.

<https://www.cbc.ca/news/canada/calgary/green-line-private-event-petroleum-club-calgary-1.5467592>

Key Findings





Key Findings

Most panelists are familiar with the Green Line transit project.

- Eight-in-ten panelists are 'very' or 'somewhat' familiar with the Green Line project. However, only half of panelists have seen, read or heard anything about the proposed changes to the Green Line route. Of those that have heard/read or seen something about the realignment, one-quarter are confident enough to consider themselves 'very' familiar with the proposed updates. A further six-in-ten are 'somewhat' familiar.

More than eight-in-ten panelists feel that the Green Line is important for The City.

- Despite this, only six-in-ten feel that their own quality of life will be improved as a result of the project.

When comparing the original route to the updated route, panelists are most likely to cite cost savings as an opportunity of the updated route and disruptions to traffic/pedestrians as a challenge of the realignment.

- It is worth noting that one-quarter of panelists who commented see no opportunities with the new alignment, while one-tenth see no challenges to the updated route.

For the updated focus areas of Centre Street North, Downtown and the Beltline, panelists rank not interrupting vehicular traffic routes and improving access for pedestrians as most important out of the attributes tested.

- Three-quarters of panelists or more felt every attribute is important for these updated routes.

Key Findings – cont'd

Opinions on the Bow River Crossing show panelists believe the updated line resulting in cost savings for future expansions of the Green Line is more important than reductions to the cost of the project.

- Though the attributes found to be important in other focus areas hold true for the Bow River Crossing, resulting cost savings for future expansions of the Green Line and reductions to the associated construction risks prove to be slightly more important.
- Once again, all attributes tested are important to more than three-quarters of panelists.

When asked about a variety of priorities for the Green Line overall, maximizing connectivity to other transit and maximizing safety for pedestrians, vehicles and transit users are most important.

- Nearly three-quarters of panelists feel these attributes are 'very' important.

Panelists offer mixed opinions on what they feel the priority for decisions makers should be regarding the Green Line, however cost and user experience top the list.

- Cost was mentioned by nearly one-third of all panelists (32%) as the desired priority for decision makers when it comes to the Green Line. However, there were still a number of panelists (18%) that emphasized the importance of doing the project right the first time, including some who specifically noted the added cost of 'doing it right' is worthwhile.
- User experience was listed as something that should be of prime importance to decision makers, mentioned by two-in-ten panelists (22%).

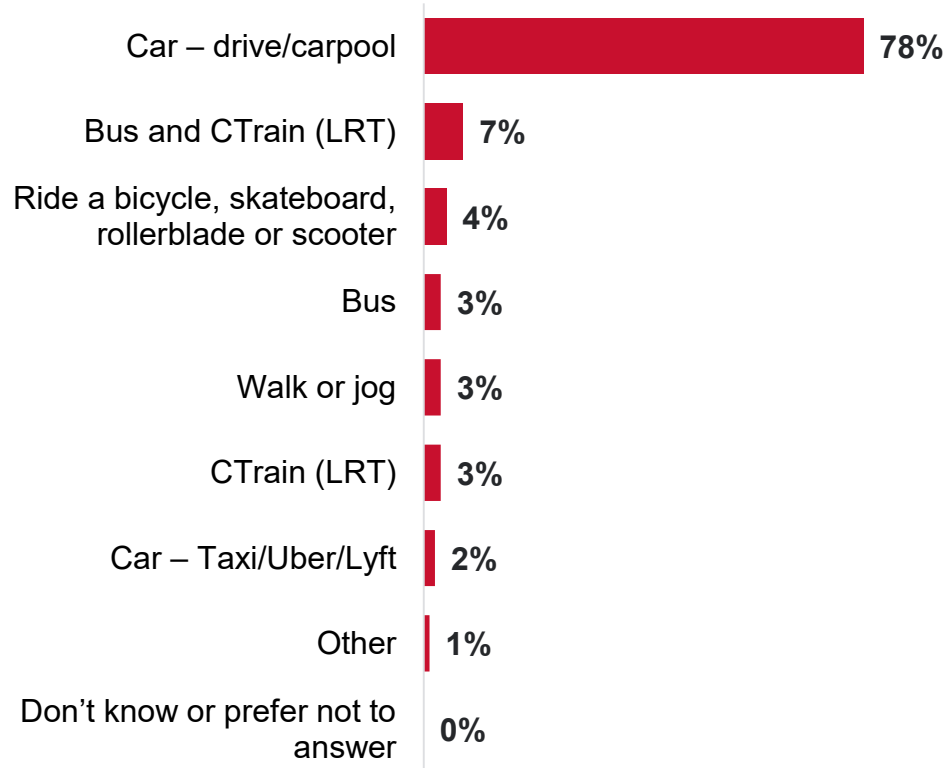
Detailed Findings





Primary Mode of Transportation

The large majority of panelists (78%) state their primary mode of transportation to get around the city is by car – either driving themselves or car pooling. Bus and/or CTrain is mentioned as a primary mode of transportation by only 13% (7% combination of bus and CTrain, 3% bus only, 3% CTrain only). Very few indicate that their primary mode of transportation is non-motorized.

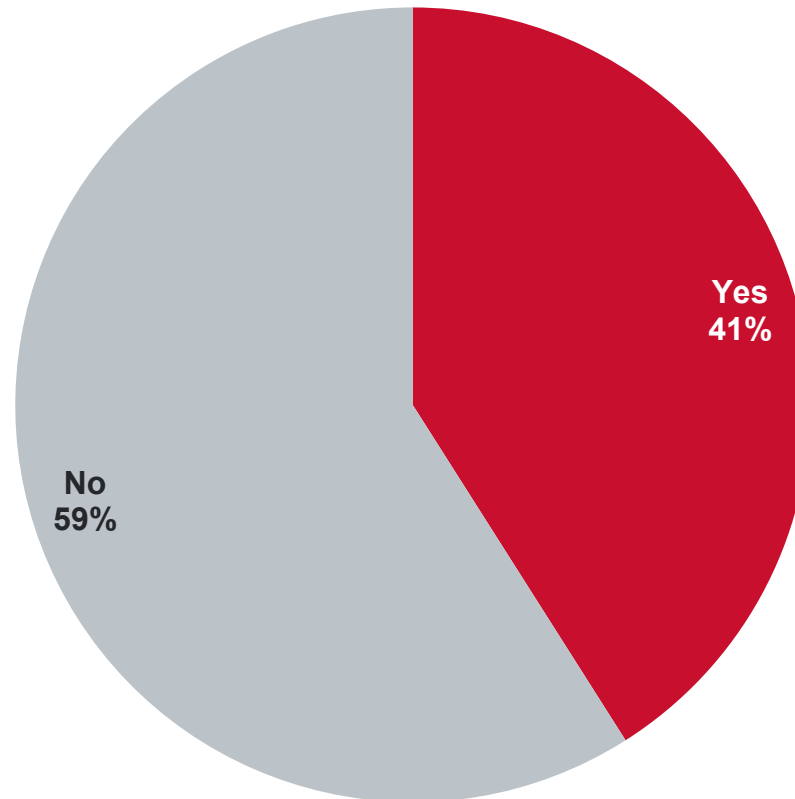


Q: Over the past year, what would you consider your primary mode of transportation to get around the city? (n=1,131)



Household Use of Transit

Despite bus/CTrain not being prominent as a primary means of getting around the city, four-in-ten panelists (41%) indicate that they, or someone in their household, use public transit at least a few times per week.



Q: Do you or anyone else in your household use public transit at least a few times per week? (n=1,131)

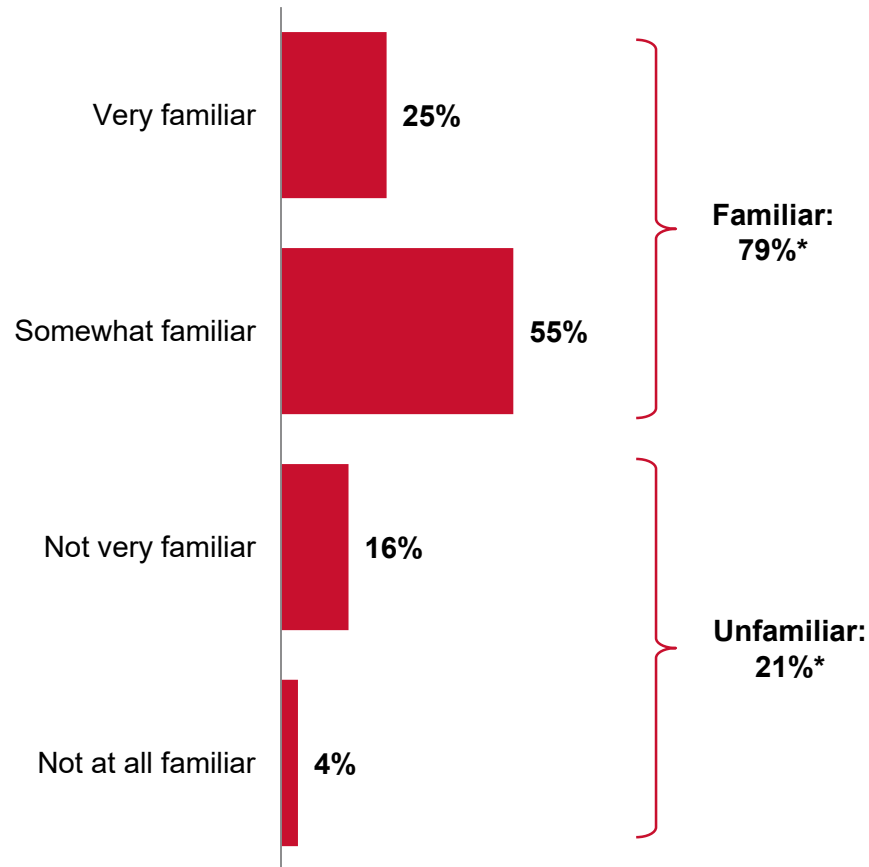
Awareness and Impressions of Green Line in General





Familiarity with Green Line Project

Most panelists (79%) state they are familiar with the Green Line transit project (25% 'very' familiar, 55% 'somewhat' familiar). Only 4% of panelists are not at all familiar with the Green Line transit project.



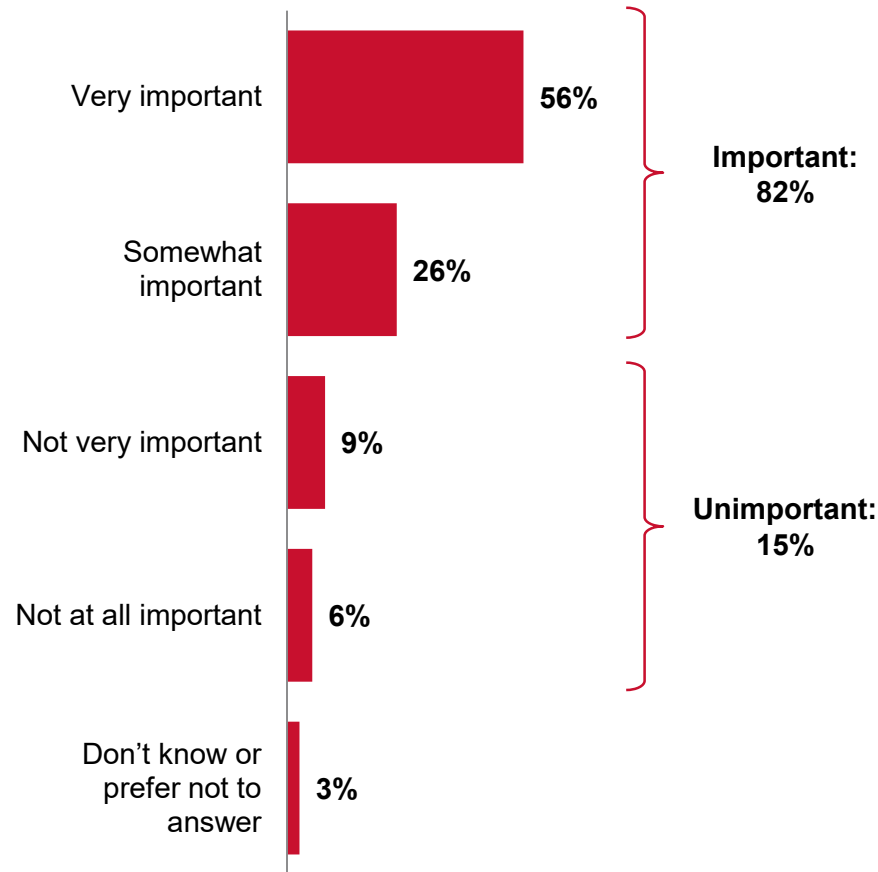
*Rounding

Q: The Green Line is Calgary's next LRT line. How familiar would you say you are with this transit project? Are you... (n=1,131)



Perceived Importance of Green line

Panelists with any familiarity of Green Line were asked about the importance of the new Green Line for The City of Calgary. More than eight-in-ten panelists (82%) agree that it is important, with more than one-half (56%) indicating the Green Line is 'very' important.

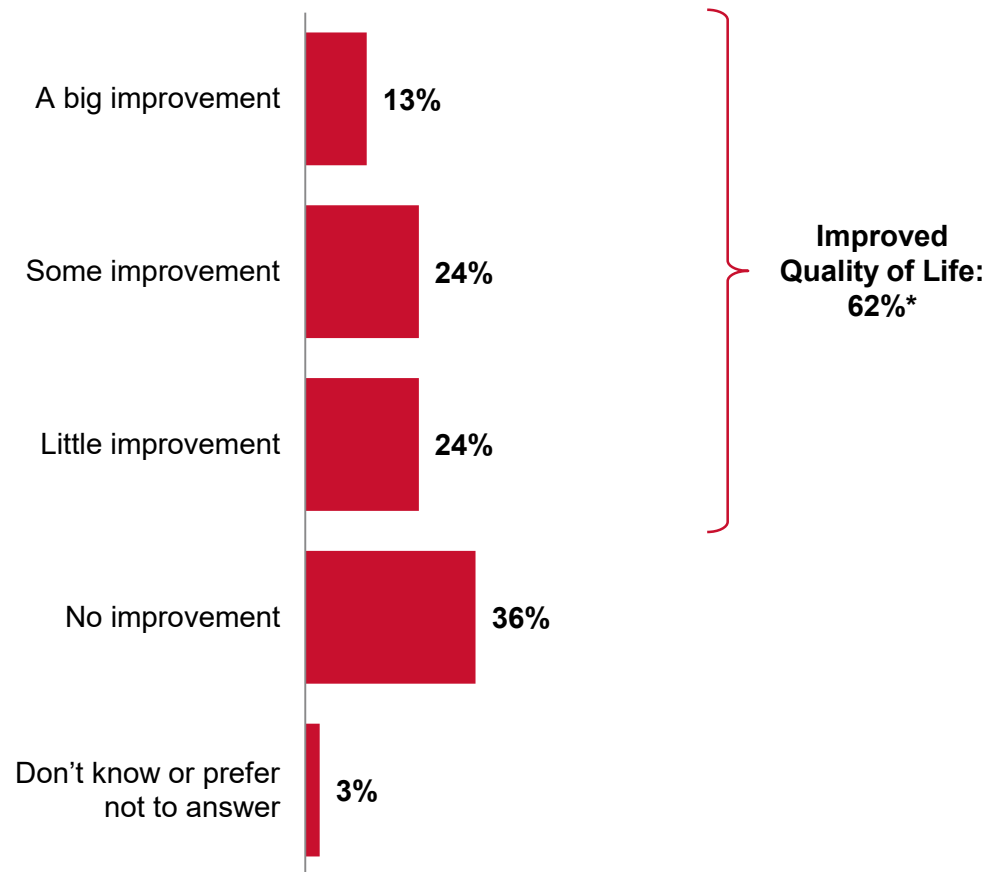


Q: How important do you think the new Green Line is for The City of Calgary? (n=1,083)



Perceived Effect on Quality of Life

Despite eight-in-ten panelists feeling Green Line is important for The City of Calgary, just over six-in-ten (62%) feel that it will improve their own quality of life. One-third (36%) feel there will be 'no improvement' to their quality of life as a result of the Green Line.

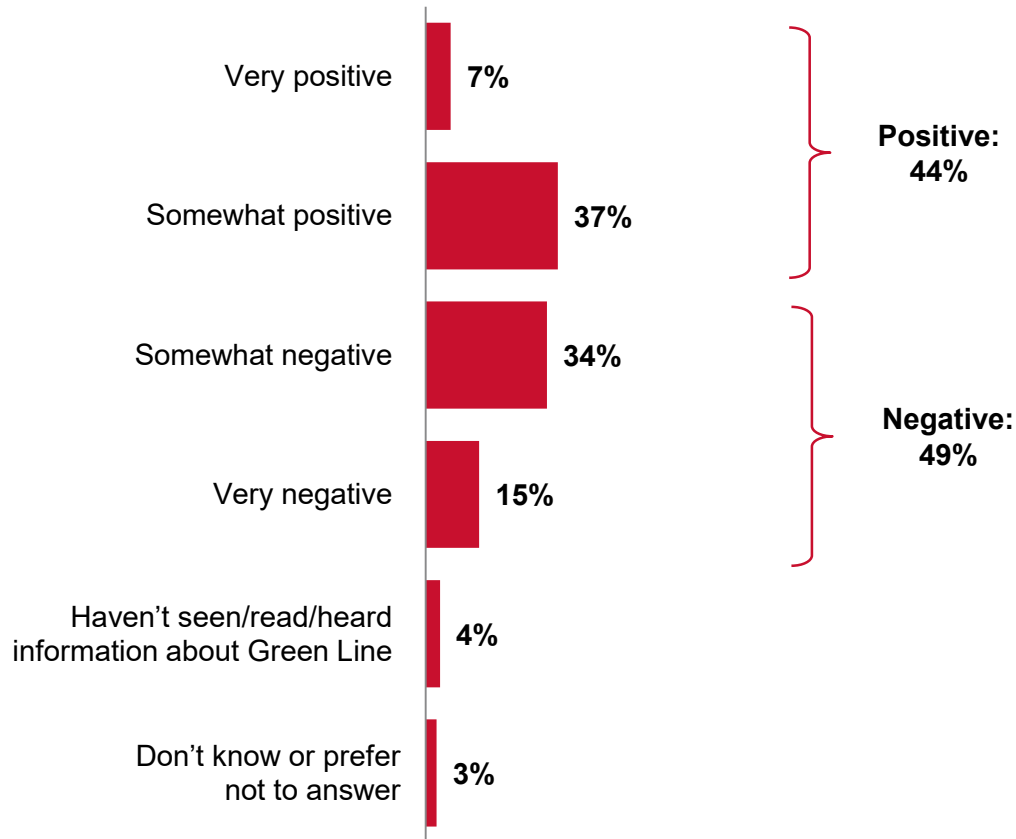


Q: How much of an improvement, if any, do you think the new Green Line will make **to your own** overall quality of life? (n=1,083)



Public Sentiment

Panelists with any familiarity of Green Line are split on how they feel about what they are seeing, reading and/or hearing about the Green Line LRT project – 44% indicate what they see/read/hear is positive, while 49% state it is negative.

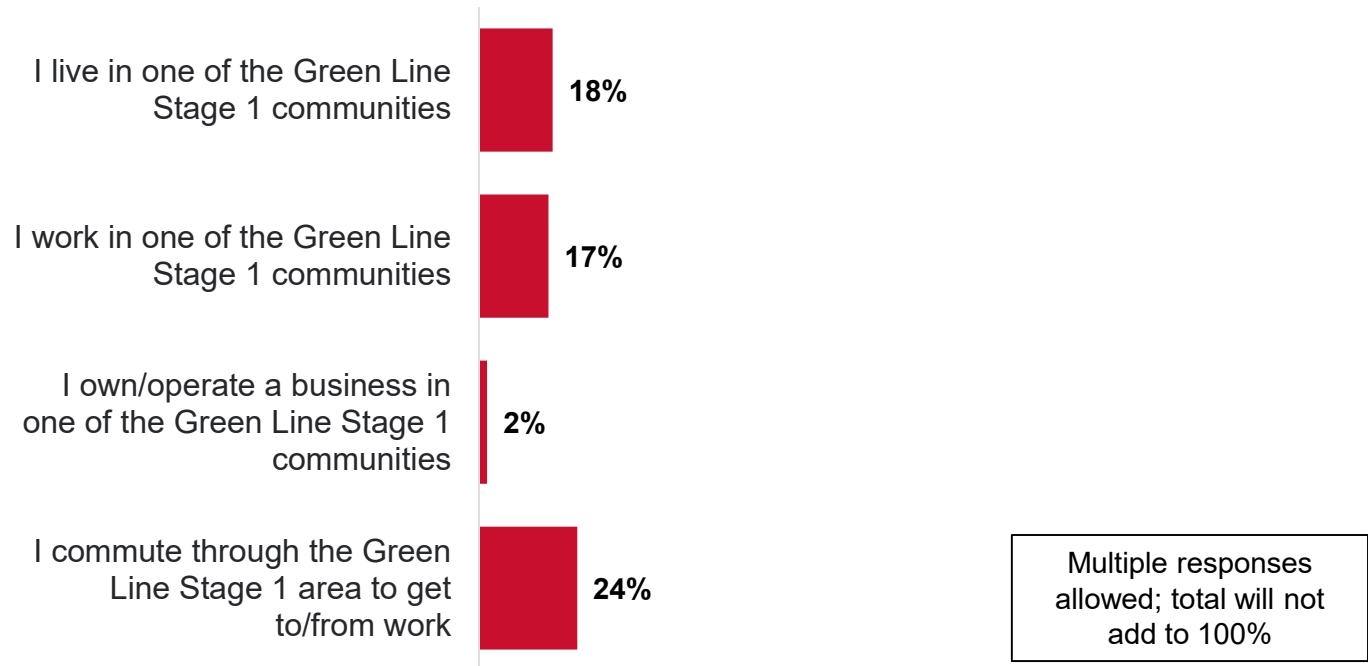


Q: Thinking about all of the information you have seen, read or heard about the Green Line LRT, overall would you say that what you are seeing/reading/hearing about this project is... (n=1,083)



Stage 1 Communities

To understand the relationship of panelists to the Green Line, they were provided with a list of Stage 1 Green Line communities and asked if they live in, work in, operate a business in and/or commute through any of these communities. One-quarter (24%) commute through a Green Line Stage 1 community, fewer than two-in-ten live in an affected community (18%) or work in one of these communities (17%).



Q: Construction of the first 20km of the Green Line, referred to as Stage 1, is anticipated to begin this year, and will extend from 16 Avenue N (Crescent Heights) to 126 Ave SE (Shepard) and includes the following communities: Beltline, Crescent Heights, Douglasdale/Douglas Glen, Downtown (including Commercial Core, West End and East Village), East Shepard Industrial, Inglewood, Lynnwood, McKenzie Towne, Millican, Mount Pleasant, Ogden, Prestwick, Quarry Park, Ramsay, Riverbend (including South Hill Mobile Home Park), and Tuxedo Park. Please review the following statements and select all that apply. (n=1,131)

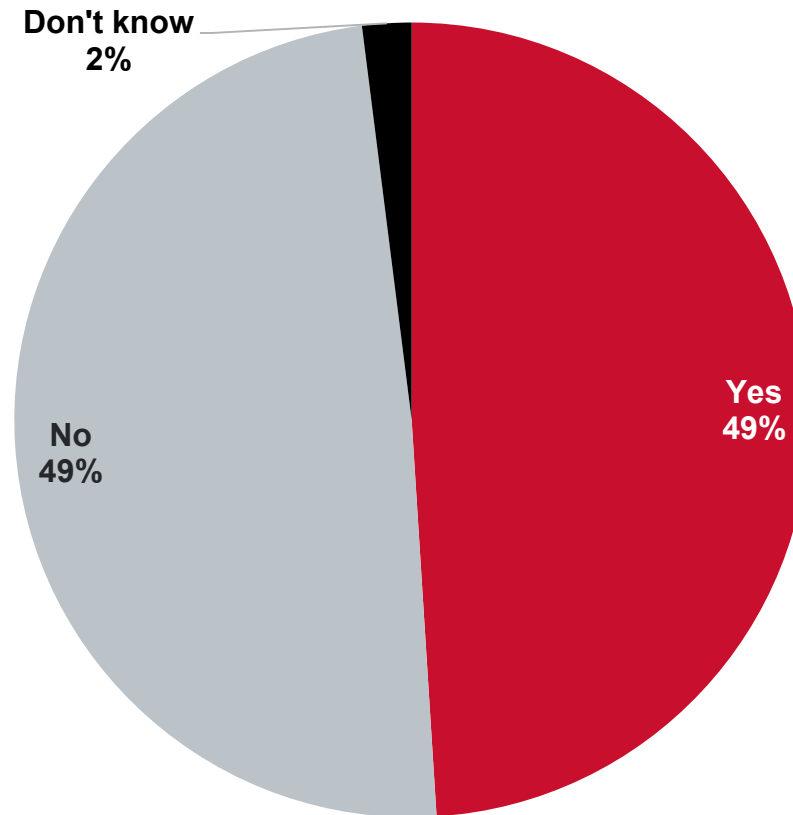
Awareness and Impressions of the Realignment





Awareness of Stage 1 Route Realignment

Nearly one-half of panelists (49%) have seen, read or heard about the proposed changes to the Green Line route, while the same proportion (49%) where unaware.

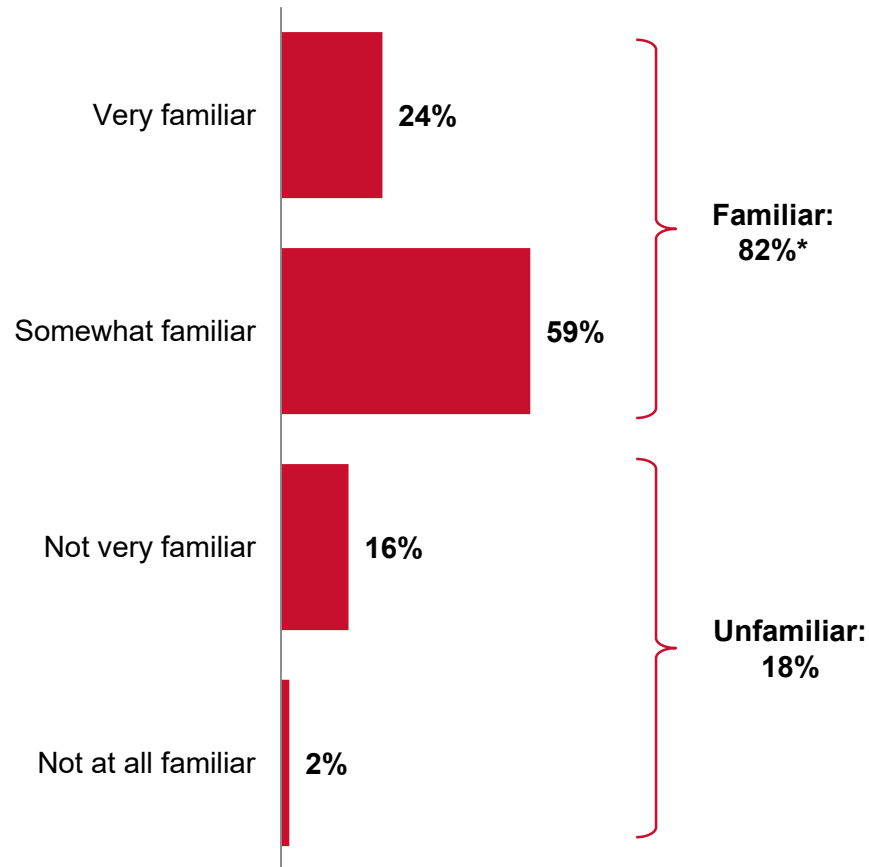


Q: An updated Stage 1 route was presented to Calgary City Council in January. Have you seen, read or heard about the proposed changes to the Green Line route? (n=1,131)



Familiarity with Stage 1 Route Realignment

Of those that had seen, read or heard about the realignment, 82% feel they consider themselves to be familiar with the proposed updates to the Green Line Stage 1 route.



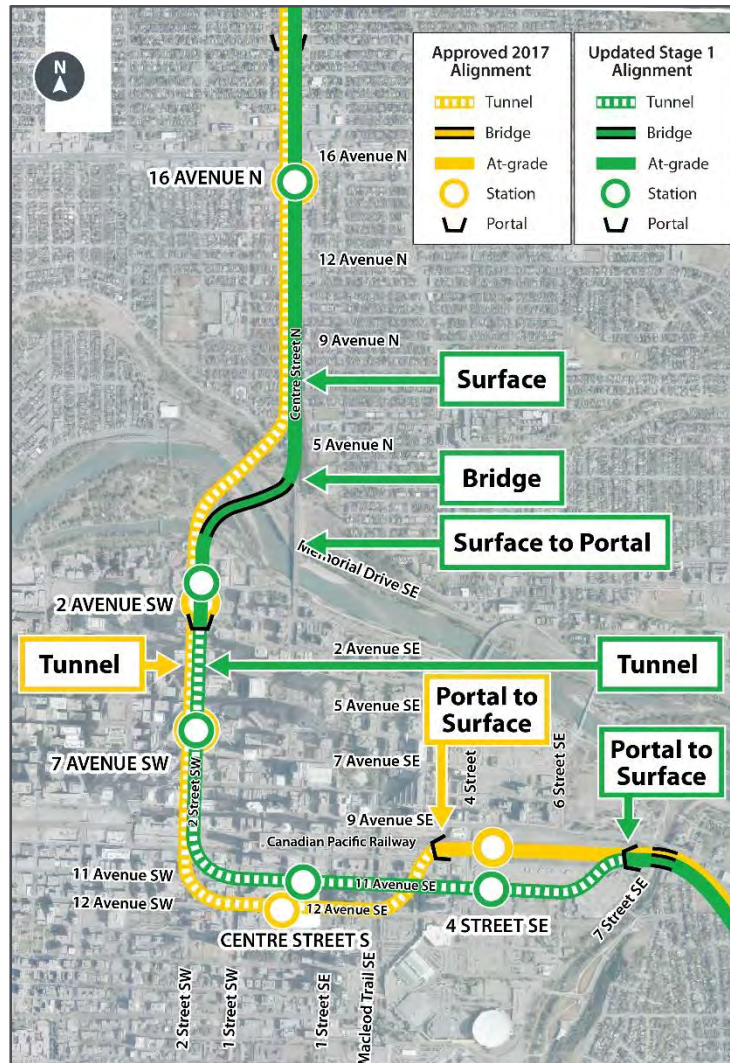
*Rounding

Q: How familiar would you say you are with the proposed updates to the Green Line Stage 1 route? (n=1,131)

Perceived Impact of the Realignment



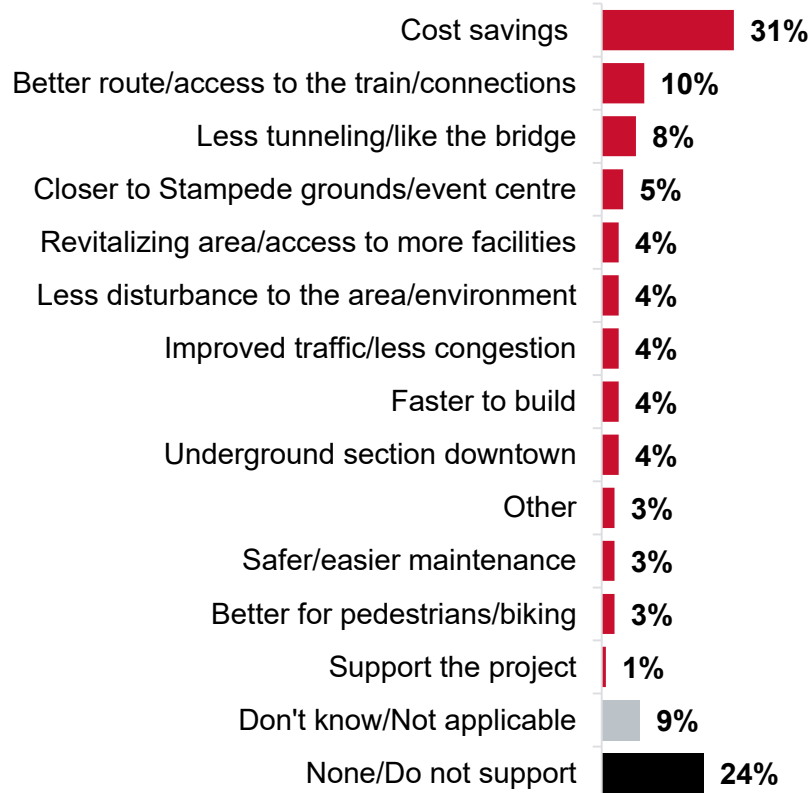
Stage 1 Route Realignment



This map highlights the difference between the updated Stage 1 route (green) and the originally approved Stage 1 route (yellow).

Stage 1 Route Realignment Opportunities

When shown a map and asked about opportunities of the Stage 1 realignment, cost savings is cited by nearly one-third of panelists (31%), with one-quarter (24%) indicating there are no opportunities. One-in-ten (10%) mention access to the train/connections and 8% feel less tunneling is an opportunity.

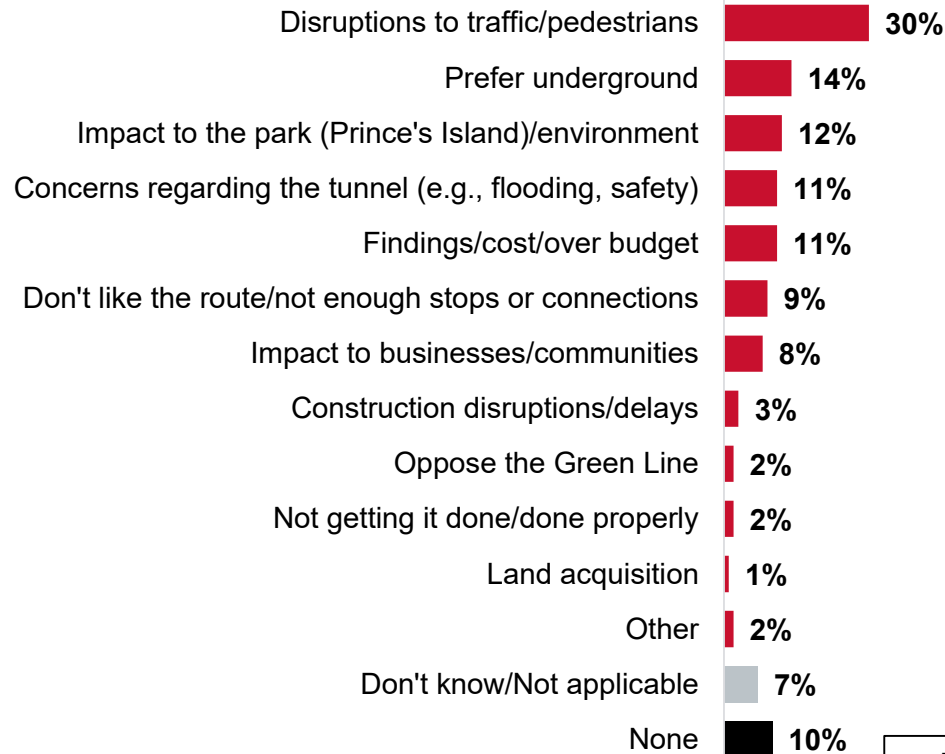


Multiple responses allowed; total will not add to 100%

Q: What **opportunities**, if any, do you see with the updated Stage 1 route (shown in green)? (n=705)

Stage 1 Route Realignment Challenges

When asked about challenges seen with the updated Stage 1 route, the most prominent concern is disruptions to traffic and pedestrians, with three-in-ten panelists (30%) mentioning this. Other challenges include a preference for the underground tunnel where it has been removed (14%), the impact on Prince's Island Park (12%) and concerns regarding the remaining tunnel, such as flooding and safety (11%). Cost concerns such as budget overruns are also mentioned by one-in-ten panelists (11%).



Multiple responses allowed; total will not add to 100%

Q: What **challenges**, if any, do you see with the updated Stage 1 route (shown in green)? (n=783)

Stage 1 Four Focus Areas – Area One

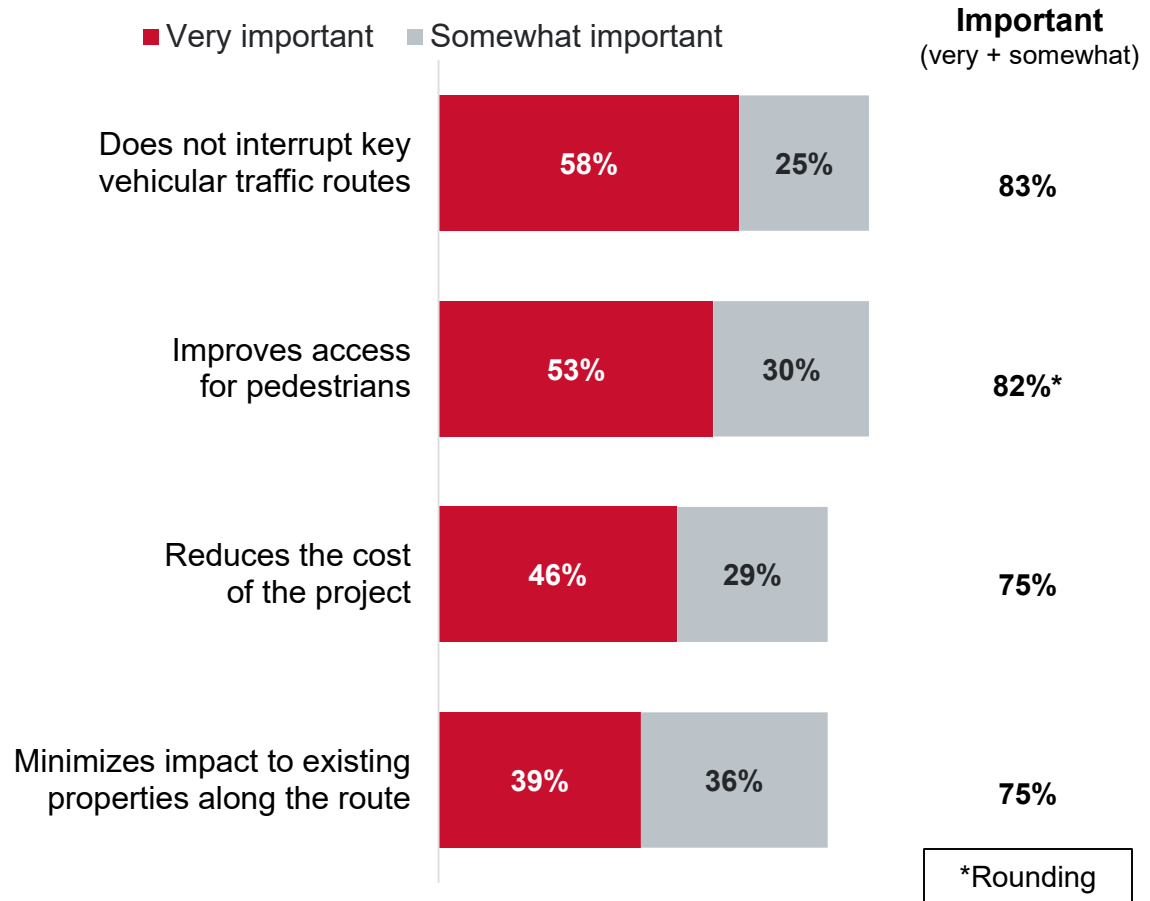


Within the updated Green Line Stage 1 route, there are four focus areas. The first is **Centre Street N**. The key change for Centre Street N is a surface track up Centre Street (as opposed to an underground tunnel) with a surface station south of 16 Avenue N.



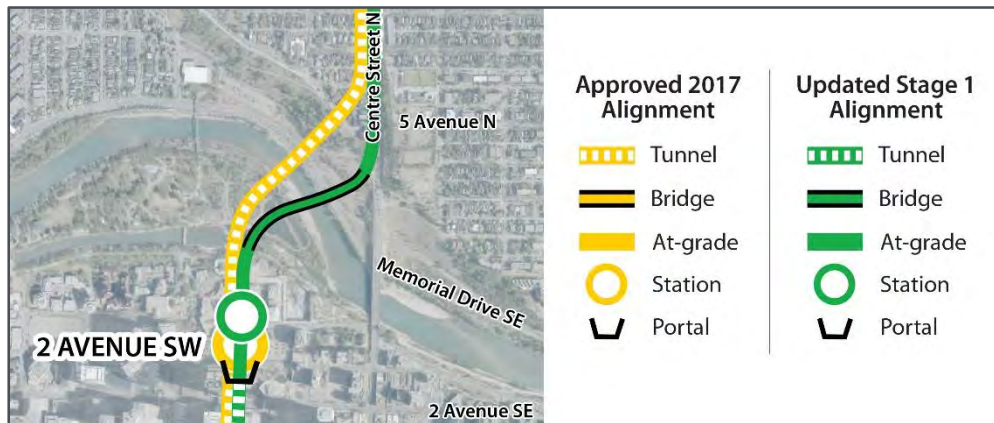
Focus Area One – Centre Street North

At least three-quarters of panelists feel that all attributes tested for the updated route along Centre Street North area are important. More than eight-in-ten panelists indicate ensuring the route does not interrupt key vehicular traffic routes (83%) and that it improves access for pedestrians (82%) are most important.



Q: Thinking specifically of the updated route along Centre Street North, how important is it to you that the updated route: (n=1,131)

Stage 1 Four Focus Areas – Area Two

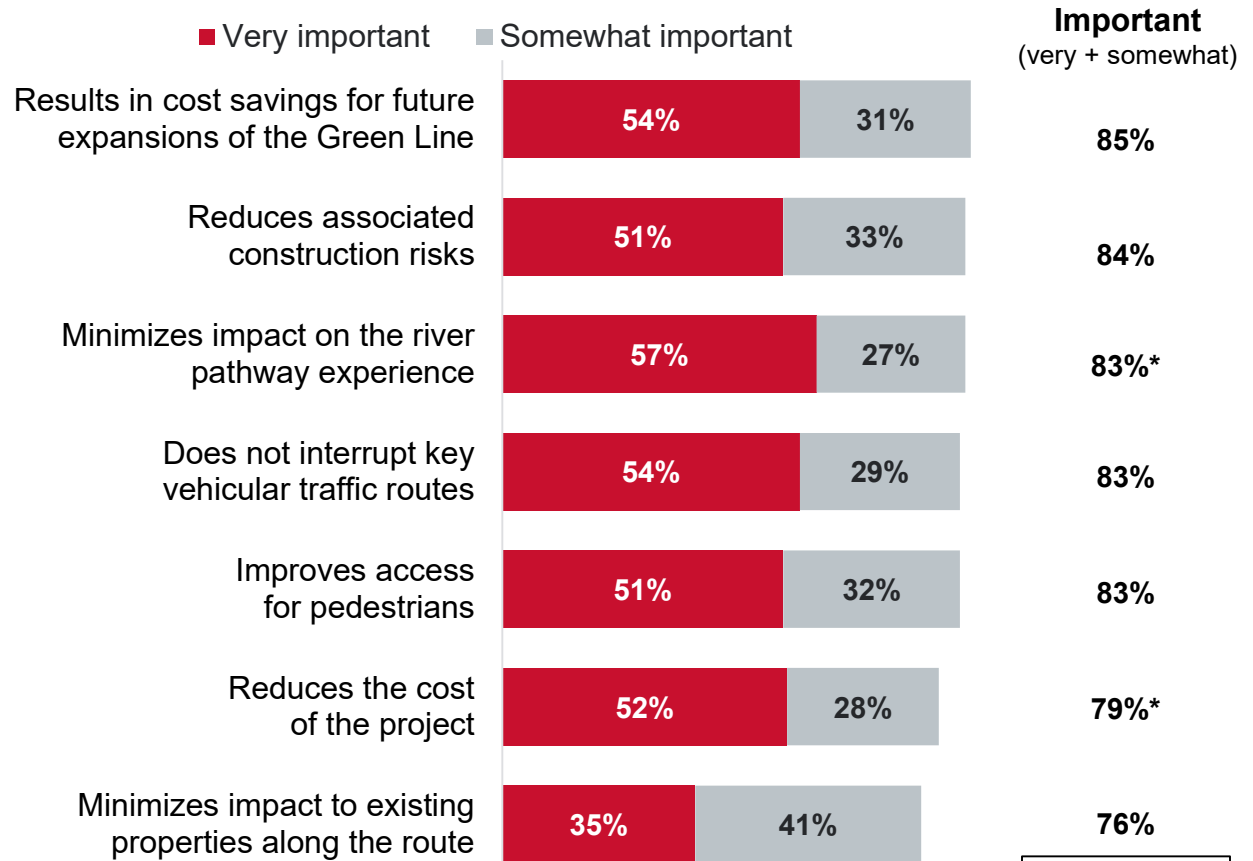


The second area of focus for the updated Green Line Stage 1 route is **Bow River Crossing**. The key change for the Bow River Crossing is crossing via bridge rather than tunneling under the river.



Focus Area Two – Bow River Crossing

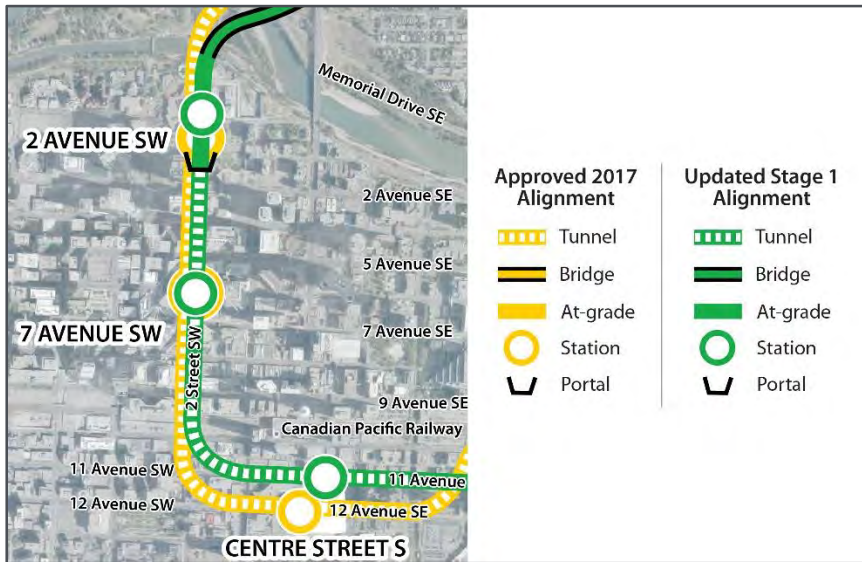
In considering the second focus area, Bow River Crossing, panelists cite resulting cost savings (85%) and a reduction of construction risks as being most important (84%). However, other attributes of importance are not far behind, with at least three-quarters of respondents feeling all attributes are important.



*Rounding

Q: Thinking specifically of the updated route over the Bow River, how important is it to you that the updated route: (n=1,131)

Stage 1 Four Focus Areas – Area Three

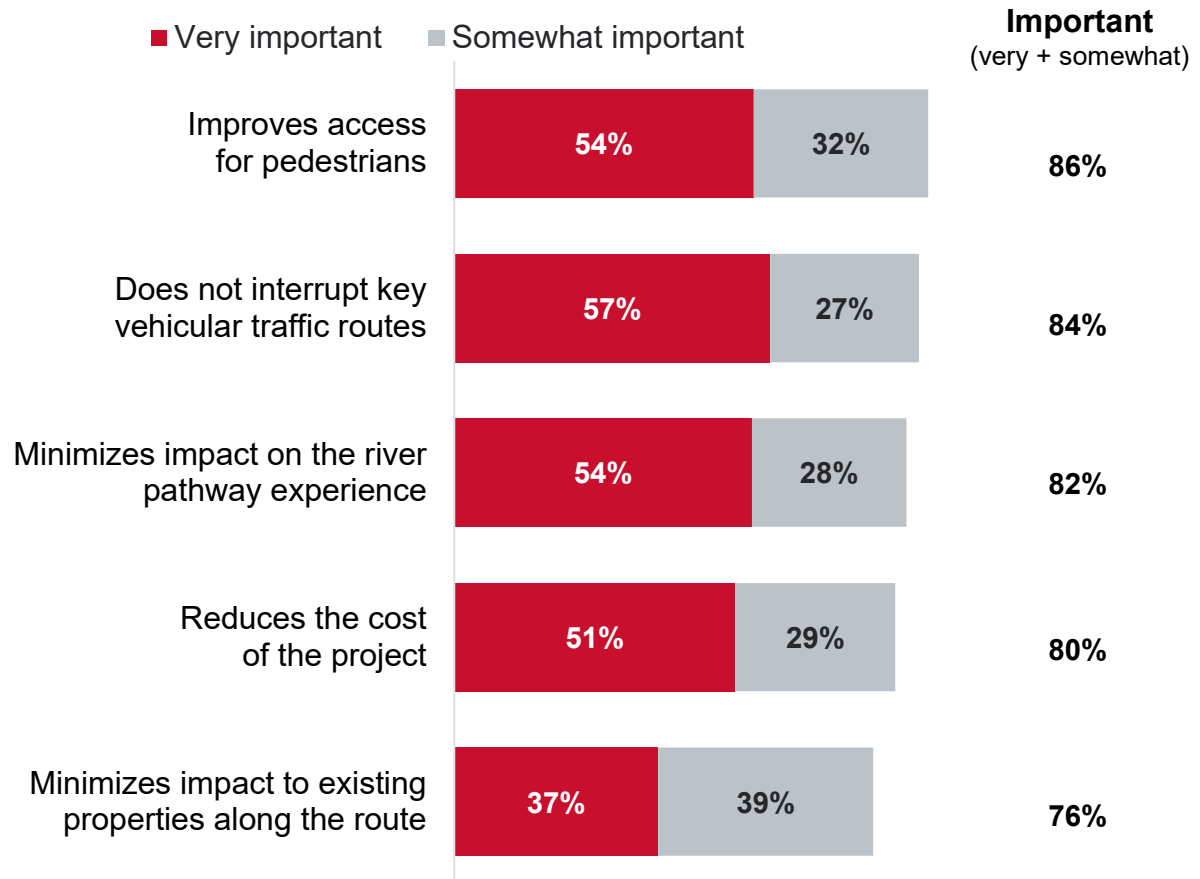
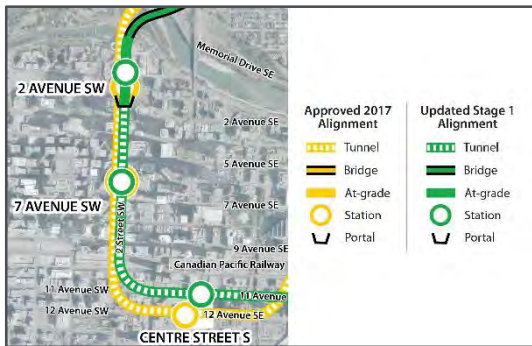


The third area of focus for the Green Line Stage 1 updated route is the **Downtown**. The key change for the Downtown is the inclusion of a surface station at 2 Avenue SW and an underground station at 7 Avenue SW.



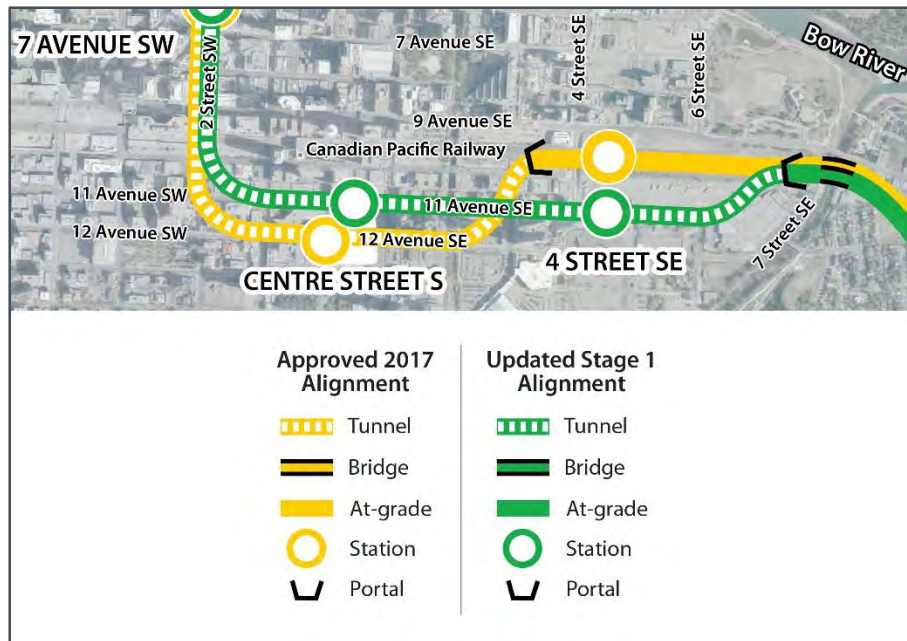
Focus Area Three – Downtown

As with the previous two focus areas, at least three-quarters of panelists also feel that each attribute tested for Downtown is important. For this area, the most important attributes are improving access for pedestrians (86%) and not interrupting key vehicular traffic routes (84%).



Q: Thinking specifically of the updated route in the Downtown, how important is it to you that the updated route: (n=1,131)

Stage 1 Four Focus Areas – Area Four

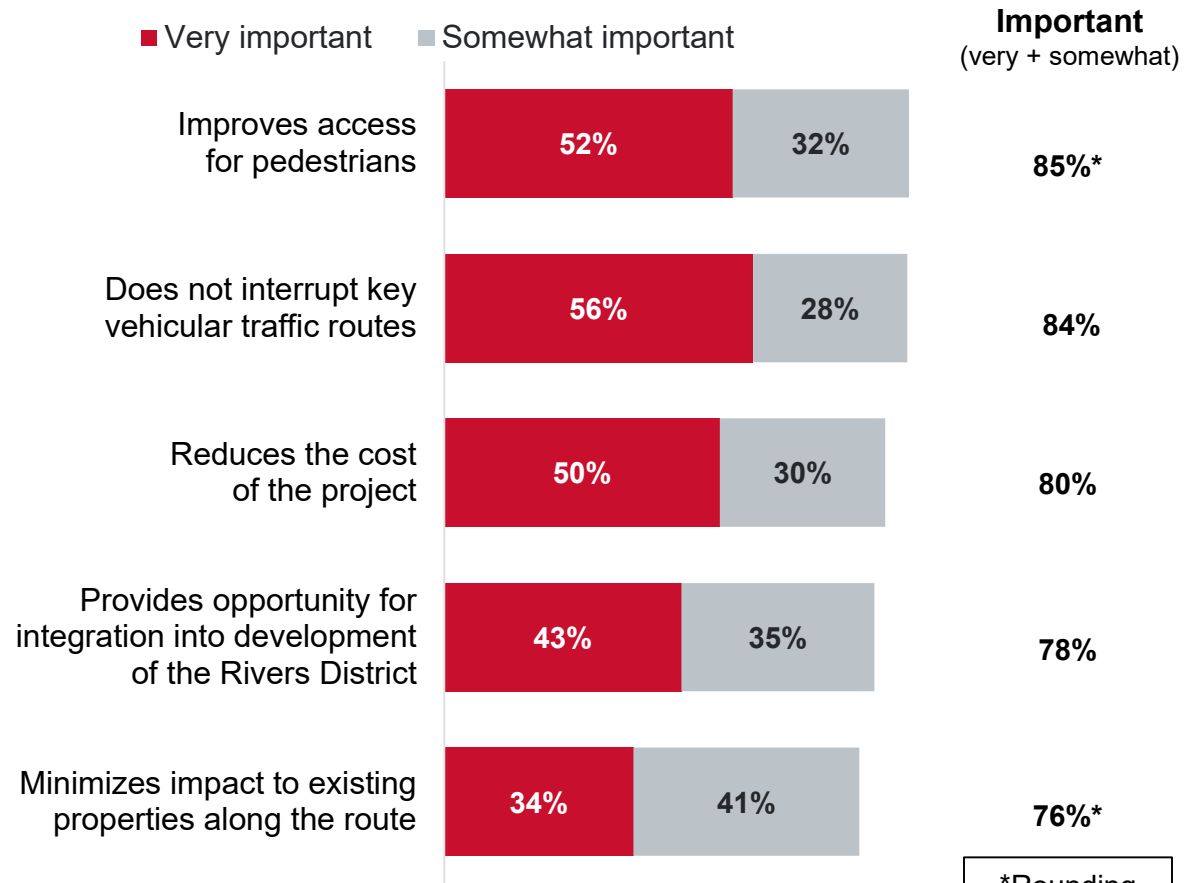
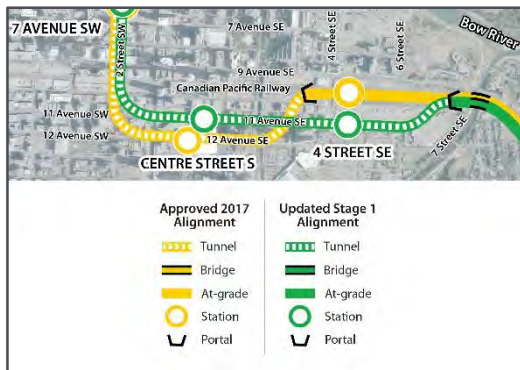


The final area of focus for the Green Line Stage 1 updated route is the **Beltline**. The key change for the Beltline is the move to 11 Avenue S. The originally approved route was on 12 and 10 Avenues S.



Focus Area Four – Beltline

Once again, the most important attributes mentioned by panelists, for the Beltline area are improving access for pedestrians (85%) and not interrupting key vehicular traffic routes (84%). As with the other focus areas, at least three-quarters of panelists feel each attribute is important.



Q: Thinking specifically about the updated route in the Beltline, how important is it to you that the updated route: (n=1,131)

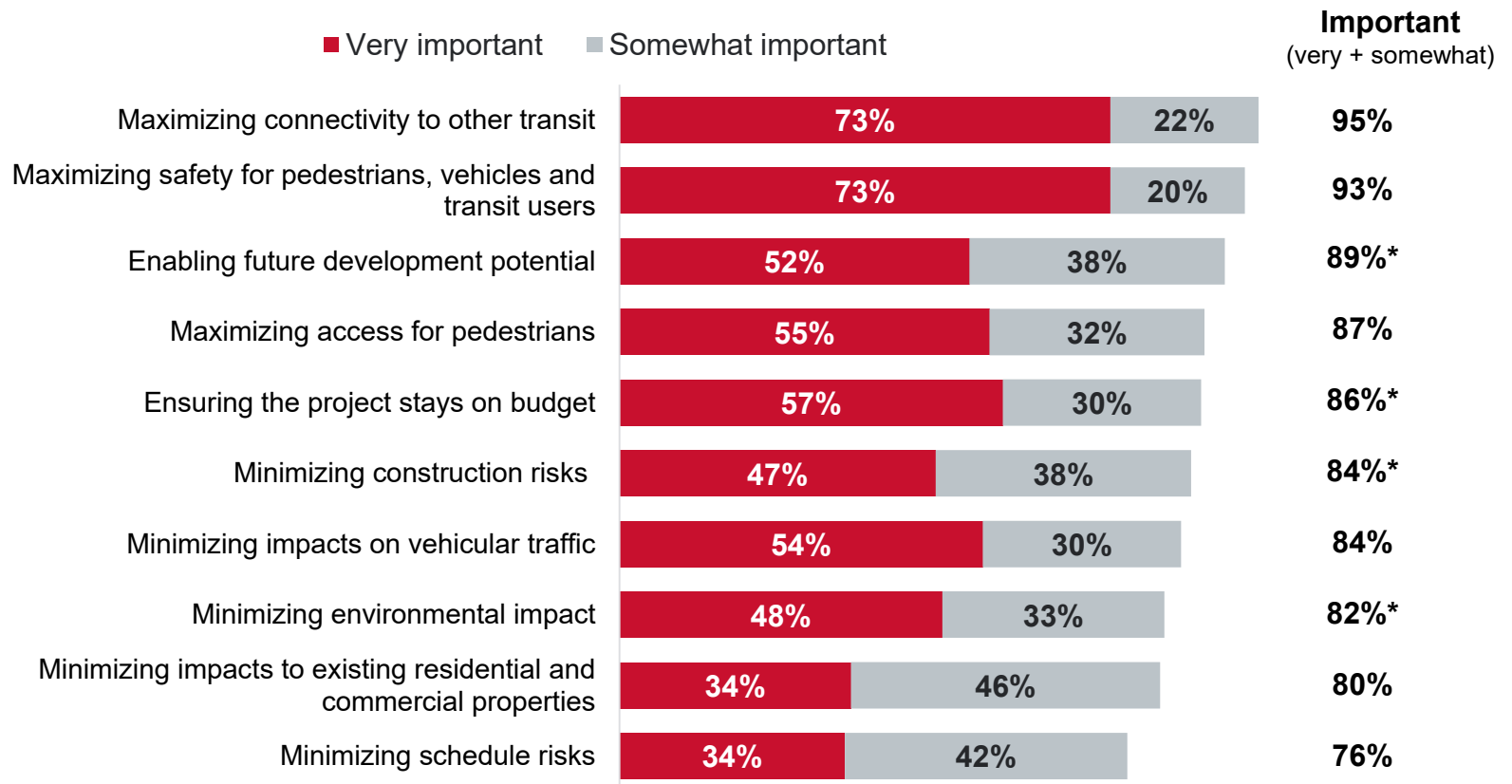
Green Line Realignment Priorities





Importance of Different Priorities

Panelists were asked about the importance of various aspects of the Green Line overall. Maximizing connectivity to other transit and the safety of pedestrians, vehicles and transit users were noted as most important, with more than nine-in-ten panelists (95% and 93%, respectively) citing them as important. Nearly three-quarters (73%) noted these attributes as 'very' important.



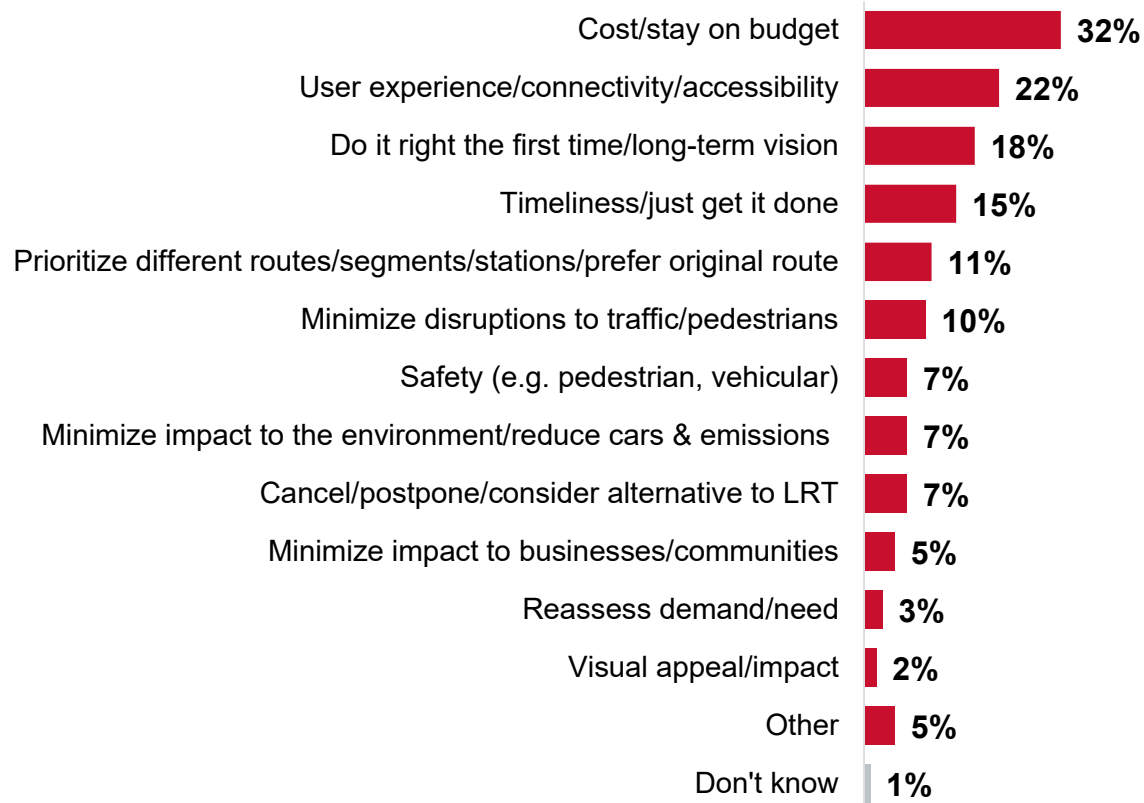
*Rounding

Q: Overall, how important are each of the following to you regarding the Green Line: (n=1,131)



Biggest Priority for Decision Makers

Cost was mentioned by nearly one-third of all panelists (32%) as the desired priority for decision makers when it comes to the Green Line. However, there were still a number of panelists (18%) that emphasized the importance of doing the project right the first time, including some who specifically noted the added cost of 'doing it right' is worthwhile. User experience was also listed as something that should be of prime importance to decision makers, mentioned by two-in-ten panelists (22%).



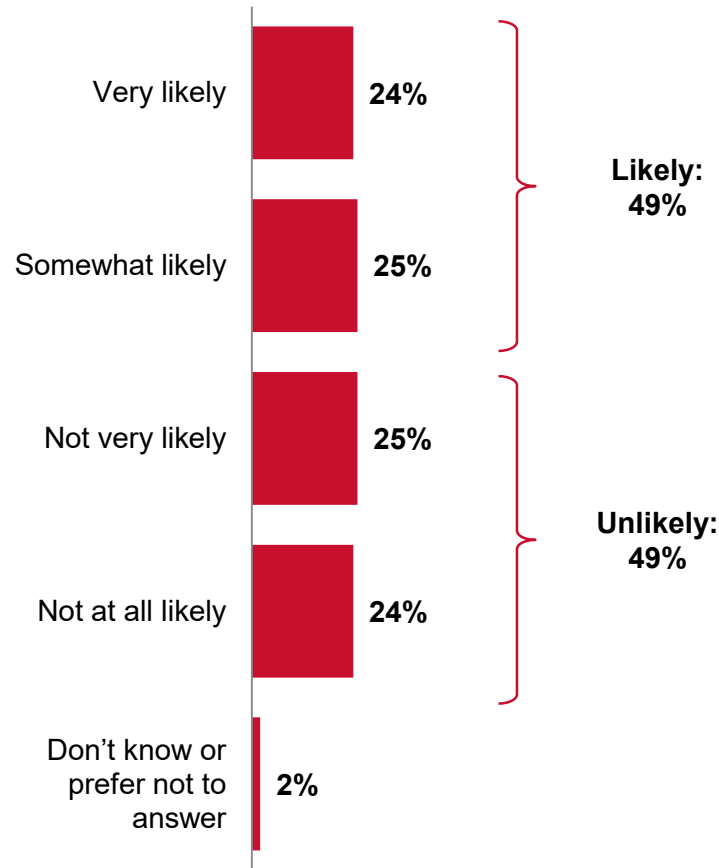
Multiple responses allowed; total will not add to 100%

Q: In your opinion, what should the biggest priority be for decision makers when it comes to the Green Line? (n=998)



Likelihood to Use Stage 1

One-half of panelists (49%) state they or someone in their household are likely to use the Stage 1 of the Green Line once it is completed. They are equally as likely to use Green Line as not to use it.



Q: Once Stage 1 of the Green Line is complete, how likely are you or someone in your household to use it? Are you... (n=1,131)

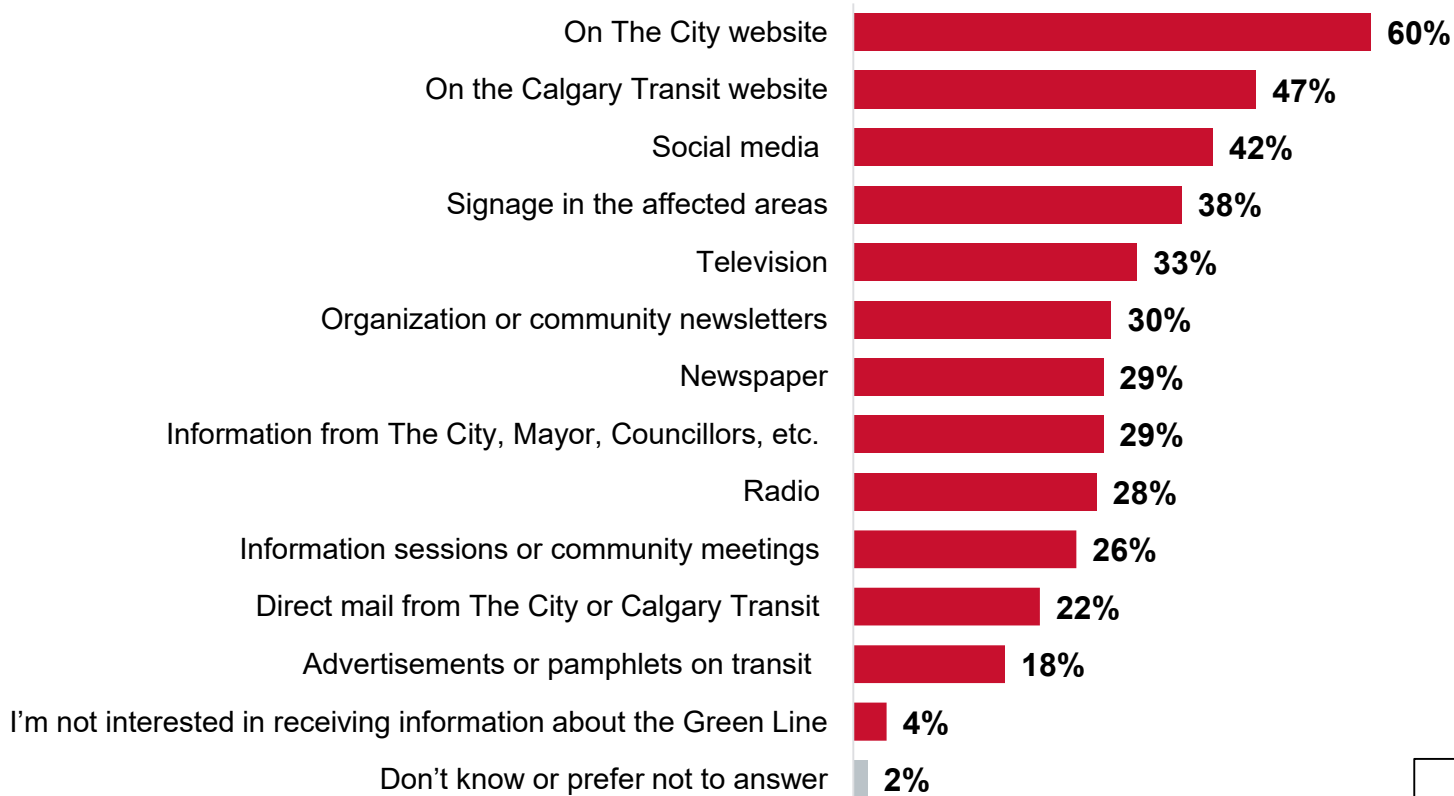
Green Line Communications





Preferred Information Channel

City websites lead the way for how panelists would prefer to access information about the Green Line Transit project, with six-in-ten (60%) mentioning the City website and just under half (47%) mentioning the Calgary Transit website. Social media (42%) and signage in the affected areas (38%) are also stated by more than one-third of panelists. Only 4% of panelists indicate they would not be interested in receiving information about the Green Line transit project.



Multiple responses allowed; total will not add to 100%

Q: How would you prefer to access information about the Green Line Transit project? (n=1,131)



Additional Comments

Of the panelists who left additional comments, there was an obvious divide, with some emphasizing the importance of getting it done and not delaying while others indicating it is not needed or this is not the right time. Ultimately, the additional responses were very mixed.

“Don’t do it for a long time.”

“DO IT before anything or any other project.”

“Does this really need to be built?”

“I think it’s important to get it done.”

“Pump the breaks”

“Quit stalling.”

“This should not be a priority”

“ [Green Line] should be a high priority.”

“Stop the Green Line now”

“Stop delaying the project!”

“Hold off if budget doesn’t allow”

“Expand the scope and budget.”

Multiple responses allowed

Q: Do you have any additional comments about the Green Line LRT project that you would like to share with The City of Calgary? (n=588)

Demographics





Demographics

Gender	
Female	47%
Male	51%
Prefer not to answer	2%

Education	
Completed high school or less	5%
Some post secondary or completed a college diploma	28%
Completed university degree or post-grad degree	66%

Visible Minority	
Yes	11%
No	85%
Prefer not to answer	4%

Born in Canada	
Yes	81%
No	18%
Prefer not to answer	1%

Income	
Less than \$30,000	6%
\$30,000 to <\$45,000	6%
\$45,000 to <\$60,000	8%
\$60,000 to <\$75,000	7%
\$75,000 to <\$90,000	10%
\$90,000 to <\$105,000	8%
\$105,000 to <\$120,000	7%
\$120,000 to <\$150,000	11%
\$150,000 or more	20%
Prefer not to answer	19%

CoC Employee	
Yes	5%
No	95%
Prefer not to answer	1%

Age	
18 to 24	0%
25 to 34	10%
35 to 44	17%
45 to 54	19%
55 to 64	29%
65 or older	25%

Quadrant	
NW	33%
SW	31%
NE	12%
SE	23%
Prefer not to answer	1%

Total may not add to 100% due to rounding

n=1,131 unless otherwise specified



Demographics Comparison

The demographic profile of the Citizens' View panelists who completed the Green Line Updated Alignment Survey was compared to that of the respondents to a recent Citizen Perspectives Survey, which was conducted by telephone with a random sample of the general adult (18 years of age and older) population of Calgary.

As a telephone survey using random selection of respondents and including both landline and cell phone numbers, the results of the Citizen Perspectives Survey are generally representative of Calgary's adult population. Comparing the demographic profiles of the respondents to the two surveys allows us to see if and how the respondents to the Green Line Updated Alignment Survey differ from the general population in the city.

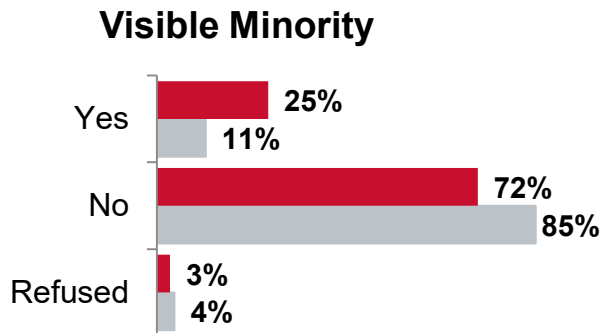
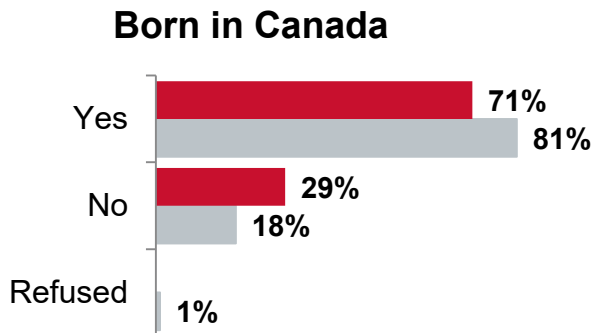
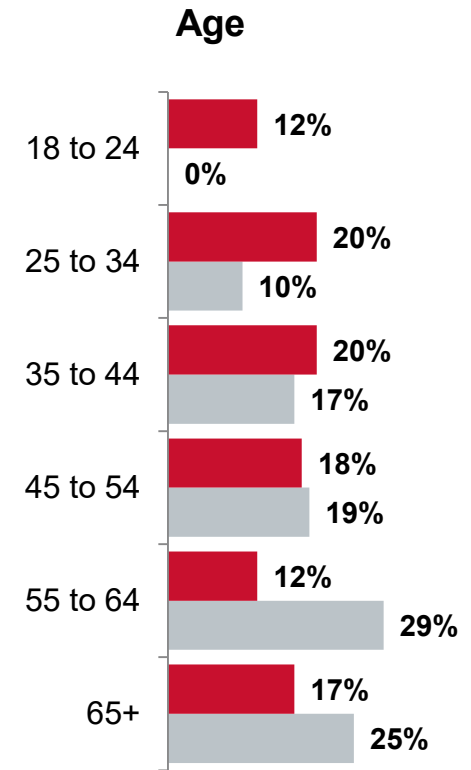
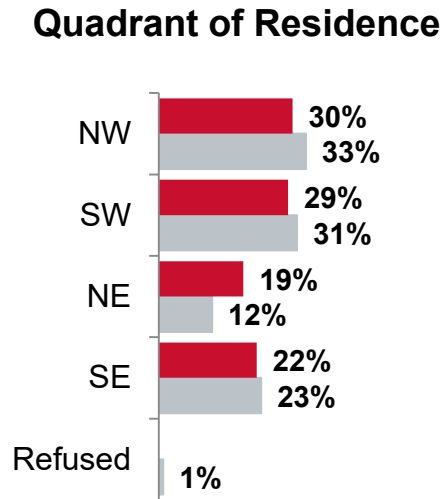
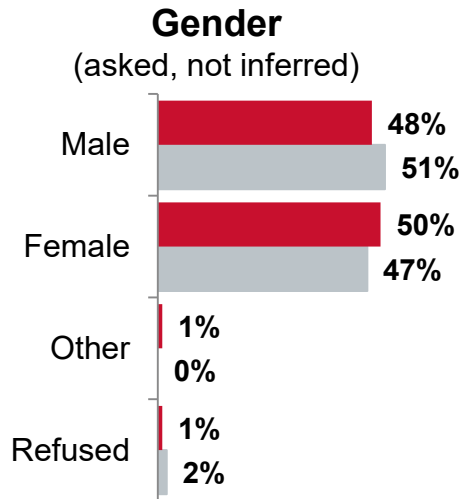
The comparison indicates the following about the Green Line Updated Alignment Survey:

- Residents of the northeast quadrant of Calgary are slightly under-represented;
- Younger Calgarians (particularly the 18 to 24 age group) are under-represented and those aged 55 to 64 years are especially over-represented;
- There are fewer foreign-born Calgarians and visible minorities when compared to the general population of Calgary; and
- While household income is on par with the general population of Calgary, the respondents to the Green Line survey tend to have achieved higher levels of education.



Demographics Comparison – cont'd

■ Citizen Perspectives Survey - February 2020 (n=500)
■ Green Line Updated Alignment Survey (n=1,131)

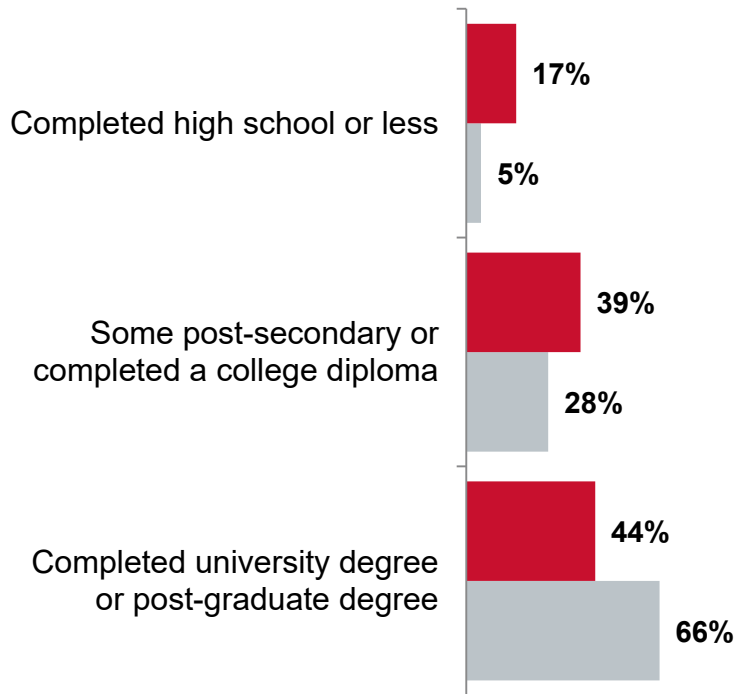




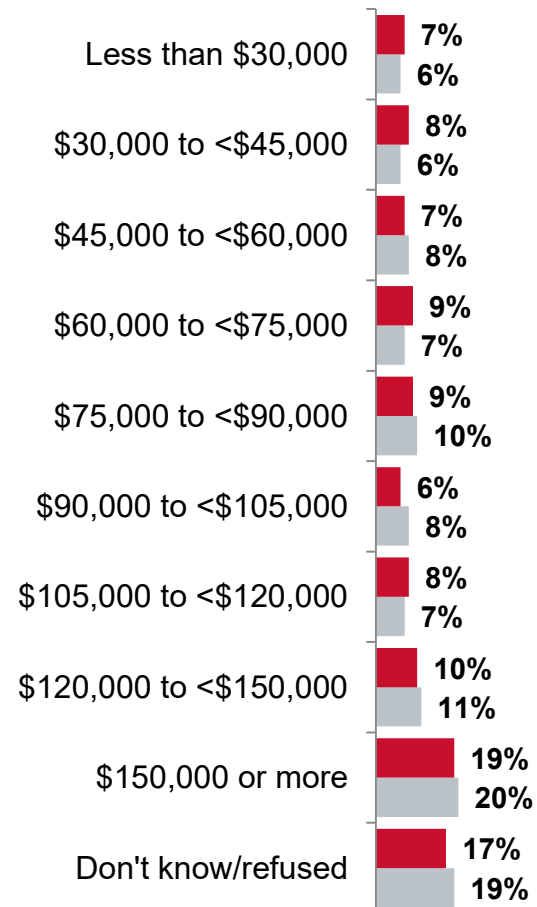
Demographics Comparison – cont'd

■ Citizen Perspectives Survey - February 2020 (n=500)
■ Green Line Updated Alignment Survey (n=1,131)

Highest Level of Schooling Obtained



Household Income





Contact

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The City of Calgary
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**What We Heard Report
Appendix C
Verbatim Comments (March 4 – April 30, 2020)**

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For each of the focus areas (Centre Street, Bow River Crossing, Downtown, Beltline and North BRT Improvements), the following question was asked: What do you see as the opportunities and challenges with the updated alignment?

The verbatim responses of what we received through online and in-person feedback is listed below for March 4 – April 30. Appendix A contains the verbatim feedback received between January 29 – March 3, 2020.

Centre Street (Online)

City forcing you to take the LRT or sit in traffic with half the lanes as LRT takes up driver/cycling space. Shamefull!!!

The City doesn't appear to know or care if more people will be helped or more people will be harmed by the North alignment. End it downtown.

The 2nd street above grade by waterfront to cross Bow River will be dangerous to 1000 units resident in/out daily safety

Extend the Red Line south to Legacy east to Seton - connect with Green line - a circular route - scrap low level cars - stagnate platforms

A tunnel along centre street is the only logical way to prevent accidents and congestion along an important corridor

Crossing the Bow to 16 AveN is totally useless at this time. Stop at Downtown and prepare to merge with existing Red line.

Add value for Crescent Heights residents & businesses. Add a stop at 9 Ave N & pay close attention to pedestrian safety crossing Centre St.

Please do not do side running LRT. This makes it difficult for passengers to transfer stations in the event of a single-tracking event.

Interferes with businesses along Centre st . Destroys Princes Island Park and destroys the view that Eau Claire residents have of the river

Concerned about the lack of space for this plan, cutting a community in half and ability to safely cross centre st as pedestrian or driver

Inability to turn left off of Centre St as one proposal considers really restricts access for residents

Do not destroy our community, bury the line up Centre Street or do not build it.

Do not restrict access crossing Centre Street. The avenues where crossing are allowed will be full of traffic

Do not restrict the lanes on Centre Street, it will be a nightmare trying to drive in and out of town..

I would like to see greater integration of cycling infrastructure alongside the train line.

Scrap the whole thing if it can't be built properly, I do not want my community sacrificed for this mess.

I do not want my street to become one of the few East/West crossings of Centre Street.

This whole thing seems like a 'bait and switch'!

A surface level train could improve the pedestrian experience of Centre St. It's unpleasant now and fewer cars would make it better/safer.

Losing a vehicle lane and limiting left turns is a terrible thought.

I live in Panorama the train will not reach me for 10-15 years don't count on me taking transit to get into downtown.

Who the H**l puts a transit station IN THE MIDDLE OF THE ROAD? Awful idea.

IF YOU REMOVE THREE LANE REVERSAL I WILL BE VERRRRRRRRRRRRRRRRYYYYYYYY MAD!

Any option that reduces 4 lane traffic to 2 for a project that will not be a sustainable long term solution.

Better pedestrian realm and will support Centre St. Shopping way more than the underground route. Much safer.

Are you kidding me the only options considered are ones that move from 4 lane to 2? Get out of here with this garbage. No to all of the above

I'd prefer that the train go straight up Centre Street Bridge, instead of having it's own separate bridge on Prince's Island.

Centre street will never be a pedestrian experience it never was meant to be one. It was always meant to be a way to get into and out downtown

Please do not put the LRT in the center of the road awful idea. What if a car losses control and kills pedestrians?

Cant wait for a bus to pop its tire and restrict all north or south traffic for a few hours a day

How is one lane of service for the BRT increasing reliability? If anything it makes the system unreliable in case of accidents.

This project will cause far more harm than good to transportation in the north. Please don't let politics trump what is best for Calgarians.

Why not connect new bridge to a shallow tunnel under Centre? Unwise to remove lanes S of 16th and cross 16th at grade, will create backups

Reducing Centre St. from two lanes to four is a horrible idea. Restricting left turns between 7th and 15th destroys community ingress/egress

Should use a shallow tunnel under center after bridge. Reduction of lanes and crossing 16th at grade is a disaster like 7th ave.

Build a barrier at center street north to protect the cars and vehicles or build a overpass through that area

What about rendering at 5th ave when you cross both lanes centre at grade with the train? Further bottle neck, disaster.

Two lanes on centre? Holy (edited out) politics.

A train on a major arterial road is simply idiotic. Think of the traffic congestion not alleviated by a train to nowhere!

Melbourne city Recently spent \$400M putting their rail crossings underground. Why is Calgary living in the 19th Century? This is hopeless!

This train is for spineless political selfish jerks. I wish this City had trusted leaders, but we do not.

So dumb to have a train through the Park. Ctr St will be chaotic with a train on ground. Just like 36th.

Slowing traffic on centre is awesome. I'm just concerned it would push more traffic to Edmonton tr. Is there a plan for that?

We hear is that Calgary wants to be a city that keeps millennials. Millennials don't want to see regression. Put it underground. Or we're out

Build the entire line underground.

Single lane on Centre?- GET REAL!- How does a ambulance reach an accident? Or Calgary evacuation? EMS on train? What a joke this is becoming

So where is it carved in stone space cannot be allocated for 9Ave station to maybe be built at some future date?

So why must both tracks be only on centre street. For part of the route 1A and 1B could have a single track.

"16Ave will be chaos. Lots of pedestrian traffic competing with car traffic to transfer.

If level have +15 for the people to transfer."

"WHY do you only show it in summer?

Winter happens every year in Calgary."

NO! PLEASE KEEP IT UNDERGROUND NORTH OF THE BOW RIVER. THIS IS GOING TO CAUSE A MESS FOR CARS AND PEDESTRIANS ON CENTRE STREET

There is no space for LRT on the centre street. This is unbelievable! Stop this "CANCER" of bad planning. Build "UNDERGROUND" if need be.

Extremely dangerous alignment in winter.

The 2nd street above grade station proposed location will create noise control problems, create mental health issues for 1000 units resident

Is the City's motto: "Planning for Yesterday, Today&"? Put it underground or don't build it. The north alignment is just embarrassing.

I think the biggest challenges will be financing and public support for this extremely worthwhile and important project.

This shared corridor with trains and vehicles will finally move Calgary closer to smart cities like Amsterdam and Melbourne! Great job!

The cross-sections showing large sidewalks and greater public realm areas are fantastic! Definitely a step in the right direction!

LOVE the alignment, LOVE the station design, LOVE LOVE LOVE Green Line!!! Can't wait for more housing connected to the main transit network!

No one is opposed to greenline if it's done right. Imagine if you live in Waterfront on 2nd St. I do. Devastated, sad & angry.

See it is always slower and less efficient to have it at grade which means more of us will just opt for driving at that rate. Underground!

Challenge: businesses that require a left turn for vehicles travelling from the north. Surface level c-train is a great idea though!

36 Street NE is a cluster-\$%^ for cars/peds/bikes. Thank you for using that community-dividing, hot-mess as a shining example for Centre St.

Love the opportunity to cover more ground with a train above ground; will be able to cover more area for less cost! Can't wait for jobs too!

Calgary's obsession with motor vehicles is bad for growth and attracting business, we need more public transit! Don't listen to the haters!

Love some of the station designs: Opportunity to make stations feel like a great place and positive sense of arrival-Keep up the great work!

"Green as a colour blind primary colour and word is not self evident!

Neither is Red or Blue self evident.

NS line North South Are"

Please include a 9th Ave station. I would use this everyday and I think there would be a lot more ridership if there was a stop there.

I think that the Centre Street North needs to be held back until there is sufficient money to do it right with tunnel and further north.

This benefits sprawling far away suburbs, but punishes inner city community of Crescent Heights who can't get in/out of the neighbourhood.

DO NOT BUILD A [language removed] BRIDGE ACROSS THE RIVER! For the love of our city, [language removed] tunnel or wait for more money. Terminate at Eau Claire NB.

Add more buses the peak. More economic & efficient. Stop with political empire building. Taking away 2 lanes from a main artery is insane.

Centre St is too important an artery and can't be reduced to one lane each way. Queues to turn left will block the traffic flow completely!

Since the line is now at surface, please add the station at 9 Ave N. Do something positive for Crescent Heights.

Do it right or dont do it. I am sick of level crossings for our LRT. How many people die annually? How many hours of time wasted by citizens

Build the line "UNDERGROUND". Don't screw it for future generations for ever. Even in developing countries, they're building underground.

As a resident of Crescent Heights, I would love to see a 9th Ave station. This accessibility would be invaluable for our family of four.

Add a bike lane down Centre Street for the safety of the cyclists!

Pedestrian walkways above the line at 10th ave would increase safety for students crossing centre street
9th ave station please!

9 AV Station being back on the table is good. Makes the corridor have even stronger transit and mobility options.

16 AV Station right up against 16th AV intersection implies that it won't be buried in future. I think it's important for this to be buried.

Busy road with trains and cars. Very dangerous in winters. How many fatalities are reasonably expected? This does not seem safe.

"No bridge over park

No grade level trains on 2nd street!"

As a Crescent Heights resident, I would really love a 9th Ave station. It makes the train more accessible.

We live 2 blocks from Centre St and we do not support a 9 ave station during the initial build. It can always be added later. Save \$\$ now.

With train in middle & single lane on either side, what happens if there's an accident? All the cars will be stuck. Efficient planning?

no to bridge over park and no to grade level trains on 2nd St.

we don't want see the bridge cross over bow river destroy the wet land and a beautiful park. Please keep it underground or not build it.

"Show us the worst option ,perfect solution to get tax payers to shut down green line north.

Put bridge across the bow east of center st"

Hoping the 9th Street NW station is built. Our 4-ones is on 12th and all residents support this idea.

We reside on 9th Ave NW, have a small child and are really hoping for a 9th Ave Station. It will improve walk ability. Please build!

Definitely in favour of a 9th Ave Station!

How are cabs and ubers expected to stop and pick people up on that street with 1 lane of traffic? We have winters.

do not build the line north of the bow as part of phase one. bury the line on phase 2. expande brt to north pointe

Put it underground where it belongs, do not ruin Centre Street for vehicles. If the city can't afford to build it properly, don't build it!

On Centre, build transit infrastructure that is silver/metal and cold. Have structures in place that work for events in winter

More details on budget that includes design, placemaking, sidewalks etc for centre street. scared you will run out of money before Bow River

Preserve access to businesses on centre street pre and post construction customers come from all over city and need to be able to access biz

Out of 100 customers, 80 will drive and they come to me because of street parking. If this is taken away, they will go somewhere else.

Need more information on the risks of going above ground. Feel city is not providing objective view. Give us more info so we can decide fair

Underground on centre would promote more development. Worried about pedestrian safety on surface and how kids cross the street.

Why still connecting in downtown? No one goes down there, if we can circumvent downtown, that makes more sense.

we are 30 years behind on transit, city needs transit to attract investment and tourism. Surface train is better for business.

If there is no stop between 16 and Eau Claire, it doesn't make sense for my business in Crescent Heights. People will pass on train.

Our business relies on skip the dishes and take out right now. A lot of restaurants the same. Please maintain access for delivery drivers.

I will see how the construction period will impact my business. If it's major, I will move to another community. Tram like Toronto is better.

Funny that all the captcha images get you to identify cars on highways and parking meters. Shouldn't it be transit?

I opened in Crescent because good location, lots of traffic passing by, decent income neighbourhood, mix of young and old. Need to preserve.

Portland works because it is MULTI-MODAL, cars can drive on tracks, bikes can be on roads. Please make multimodal.

The only way this will work for Crescent Heights and not make it feel like it's dividing the community, is including a 9th Ave station.

Crescent Heights solution needs to minimize impacts to existing developments and not negatively impact property values and leasing appeal

I am a senior and I would like a stop south of 16th Avenue to help me get to Safeway and back with my groceries.

Solution to get driver buy in must help you get to destination quicker than cars, but still being safe for pedestrians.

A bike lane down Centre Street bridge would be great.

A stop at 9th would allow people to walk and shop to 16th. Great for Centre St. Businesses!!

CH high school students would benefit from a 9th Ave stop. Especially once train extended to North.

Bike lane up from Downtown and up Centre Street for cyclists. We can all share the road!

Not everyone needs to get downtown, 9th Ave stop will help me get groceries.

Why is the city considering ruining our beautiful Prince's Island Park and Eau Claire district? This has been tried before and failed.

An above ground station reduces the effectiveness of rapid transit completely. But, center-run option is best.

Improve pedestrian experience along Edmonton Tr and 16Ave for people accessing transit. Too dangerous to walk there with small children.

Tunnel under center street (no 9th ave stop), exit tunnel at the bluff, and then bridge over to 2nd ave Eau Claire. Perfect solution.

Worried about increased traffic on Edmonton Trail. Already pedestrian fatalities there. Unsafe for children to cross to access transit etc

Scrap the whole thing on Centre St N. This alignment only works either underground or elevated. Affects a major traffic route too much.

The city must help lower taxes for businesses during construction on centre street or we can't survive

If we can't afford the underground or elevated option, then better to put the project on hold until it can be done properly.

"DO NOT build this during a recession. Costs keep going up for small businesses and this will devastate us."

What will happen north of 16th in the future? Can we see more details? will it be above? underground? How do you cross the transcanada?

we have a small tax base revenue to afford this. Calgary can't afford this. Lets make do with what we have.

Please preserve left turns at all the intersections otherwise my customers can't get to my business.

Do not borrow money to get this project done. The city and province and feds are taking too much debt.

How will the city handle debris during construction? customers will not come to our shop because there will be too much pollution.

We've already lost 50% of business this year. This will force me to shut down my business.

can the city open the cul-de-sac blocks that exist in crescent heights if they are going to reduce access on centre street?

IF you are only going to 16th and you're not going north for 10 or more years, then this is a bad investment. Please go further than 16th.

Age friendly cities mean good transit for seniors but it must not increase property taxes.

Must have stop at 9th avenue for crescent heights businesses or this will destroy my business.

Transit could be good for my business but they have to be able to stop near by!

Yes to less cars on Centre! it looks like there's lots of little shops but also seems difficult to get around - not welcoming to walking

This is not enough space for feedback! Need station at 9 Ave NE/Tigerstadt Block needs to stay as is.

Please save the Park. Do not build if not enough money. Center Street is not the best idea for train. What happens if there's an accident

Turning to/from Centre St & an Avenue is going to be terrible. Traffic is already bad on weekends & it's going to be worse with less lanes.

Build the bridge over the bow river high and wide, don't start another 36st N.E. nightmare with lights and signal arms. Build a stn at 9th.

I get that there's technical issues with tunneling under the river, but why cant the bridge punch into the hill and go under center?

For all the residents living on 2nd St, I feel your pain. If the councillors or their families live on 2nd St, this will never get approved.

Everyone who thinks Ctr St will be more pedestrian friendly with a Ctrain is crazy. Less people will go to Ctr because they can't drive.

Agree with Compassion 100%. Crazy to destroy a park. Once wildlife leave they dont return.
Underground only. Wait until there's enough money

Why the rush to get it started when there's not enough money. Underground only. Do not ruin a beautiful Park.

If there's not enough money, wait. Why is YYC rushing? Underground only. Save the Park.

This could give a real boost to the commercial area with the improved access.a

Pls do not put a train on 2nd St. Underground only. I did not move there to have a train in my front door.
Terrible

Waste of \$ to hold open houses w/ cookies instead of building the tunnel!

If Nenshi and the councilors live in 2nd st, do you think they will approve the ground level proposal??!!
Too selfish!!

Tunnel only in Eau claire! Do not destroy the park! If there is no money, please wait and do it right!

NO bridge across the park! NO ground level train on 2nd st!

Opportunity to improve walkability. Currently avoid 16 Ave, Centre and Edmonton Tr on foot with children bc of poor sidewalks, close cars.

9th avenue station needed for residents, access to shops, rotary park, bluffs

I support the 9th Ave NE station. 35yr living in Cres.Hts, I dont walk far, a station here would increase my mobility, no car needed anymore

85% of residents in Crescent Heights want the 9th Ave N Station according to the community FB page poll. The vast majority want it.

There is a great opportunity for a beautiful pathway over the water with the bridge. A multi-use pathway is a must with a viewing area.

May need to address potential traffic flow through the neighborhood to facilitate left turns off of Centre Street.

"Strong Yes" to a station near 9th Avenue North!

Side-running stations (9th and 16th Avenues) likely better for pedestrian environment."

Near-term 16th Avenue station design must NOT be an impediment to a longer-term 16th Avenue grade separation; plan carefully now!

Plan convincingly: i. parking access for Centre Street businesses and ii. avoiding traffic shortcutting in adjacent neighbourhoods.

Instead of 9 Ave station consider 7th & 8th, Eastside (across from park), build public space with art, seating, views ... good social ROI.

Greenline will reduce accessibility, traffic and business for Centre Street businesses. Train will pass by most while cars can stop and go.

I think this line should be realigned to go up Edmonton Trail and avoid Center St entirely. More room, LRT already crosses this area.

Opportunity to keep traffic on Centre St while limiting left turns: use left turn lanes to allow U-turns (see Portland's Yellow line LRT)

As a resident, I prefer the side-running alignment if it improves the streetscape/public realm, all car traffic should be 40 km/h max.

"Destruction of habitat, wetlands, pub space at prince island park.

Should keep underground .

All biz affected negatively ok n ctr st"

Definitely think a 9th Avenue N station should be included if at all possible.

Cut and Cover tunnel to put the project underground on C street

People in the neighbourhoods want to see an LRT. No one in the neighbourhood wants to see an LRT at grade.

At grade is not a good idea. Especially when there is already a major bus corridor on the road. Why would you want two competing systems

100% of people I have met with think running at grade is an awful idea, do not do it.

Why would you not allow cars/ busses to operate over the tracks like every other LRT option in Ontario? Short sighted.

Nothing says cozy like sitting next to an LRT sipping a cup of coffee in the middle of winter (sarcasm!)

Why would I bother going to centre street with all the future traffic issues when I could go somewhere without that issue?

The current plan North is a failure in terms of cost, vision and harm. Hold off on going north of 2nd ave. Do it right or don't do it.

I strongly doubt the business case for the LRT. Why would someone from Panorama come down when the lrt does not reach them?

Obsession with revitalizing centre street is misguided.

I prefer a speed limit of 50 km/h better for transit.

Cut and cover tunnel should strongly be considered. Not much more expensive, but a much better long term option.

Need for a station at/around 9 Ave.

Calgarians want the line underground or don't build it. Underground line means no traffic issues, warmer stations, no more deaths, etc.

Green line = Green lie = Bad planning.

City of Calgary: Common reason cannot afford to build underground. People: Good, then wait and stop wasting taxpayers money on surface line.

Doing it right should be priority. Used to think UG was best, but surface alignment offers AMAZING opportunity to have side running STN at 9

STN at 9th Ave N. love it! being able to enjoy outdoors, taking in sunny skies, fresh air, warm or cold, where I can easily be seen (safety)

Everyone says LRT at 9 Ave Please! buses are nuisance noisemakers. I hear them all day from my work(on Centre). Built it right above ground

Surface line please. It's a chance to pop into a store, buy lunch, rather than slugging down stairs and waiting for a train. Subways ugh.

Online Comments March 9 to April 5

How about having a better WIFI connection than Shaw Go open for example the WIFI in Toronto is so much better than this

I agree with reducing traffic lanes, but I still don't think running the train on the surface is a good idea.

I made a mistake in my previous comment. I should have said "Green line = GREAT line = Great planning." I love transit, and am happy for LRT

"Green line = Green lie = Bad planning."

Use the money to complete a full line. South should extend to South health campus! Would make it so much easier with no bus transfers.

Surface train will create a giant wall between east and west centre street.

Mainstreets team met with residents and told us that even an underground option would see street scape improvements/slower traffic etc.

Underground is better, allows for multi-modal options in the future. Lots of people bike/walk in crescent heights.

MARKETS ARE CRASHING. DO NOT SPEND THIS MONEY WHEN THERE IS SO MANY QUESTIONS ABOUT SAFETY/COST/CONSTRUCTION DELAYS/COST OVERUNS.

Getting to south hospital would increase ridership dramatically. Already proven demand. Then take time to focus on north central line.

Chinatown businesses already suffering. Do not block access into chinatown by taking away two lanes.

Is there a way to redesign the stations so they don't look so cold and metal? It doesn't fit with crescent heights.

Pedestrians are hit by trains all the time. Ask a transit operator. No one ever listens to front line staff. Stick with cut and cover in CH

bad decision - underground was a good idea. If you can't afford it, pause until you have the funding like all Calgarians have to do.

No barriers on centre - what about cars sliding into the train? major hazard. Same with busses. I come from NW. This will delay my journey.

"1. Centre St Configuration. Traffic congestion, Side Street Impacts, emergency vehicle impacts at peak hours.

2. Don't ruin the Park"

Traffic flow is horrid downtown near 7th ave. Should have been underground. Learn from your past mistakes. No more surface LRTs.

Do not enter into a project with half measures. Pay once, Cry once. Or defer the project until adequate funding is available. Stick with BRT

Why is it underground in the lowest density area of the beltline and downtown for usage? It should be a surface running train to reduce cost

If cost and safety are valid concerns, then shallow tunnel along Centre, bridge from escarpment to 2nd Street.

BRT is not only the most cost-efficient option, it would also better serve the needs of Calgarians.

Don't destroy the flow of traffic along Centre Street. Three lanes of rush-hour traffic reduced to one! Stick to the tunnel plan.

Underground with escalator/elevator station at 9th ave. Think ny+hK. At grade with bridge is terrible idea - destroys natural beauty of rvr

Pause North until the City has a plan that is better than spending a few billion to go a few blocks and hoping it will all work out later.

This will go over budget like the \$1.5-billion west leg of the LRT which was budgeted at half that before it was built.

Why are we rushing if there isn't ridership to support building the \$5-billion line? Don't build LRT before we have the density to support

City was always going to redo the streets from mainstreets funding and even when it was slated to be underground. Don't mislead calgarians.

Don't clog up centre street for students riding the busses from the north. If no train for 20 years above 16th ave, this clog isn't justified

BRT = 70 per cent of the time savings of a full train, for about one-third the cost. Also more nimble to change to routes with demands

Could we have electric busses on the BRT? that would help with emissions.

Great to connect North and Central area for residents travel around with public transit; having C-train throughout would be clean and easy.

Cable bridge adds to the skyline, with reduced impact at the ground level (minimized concrete and shadows on the ground).

Do the BRT instead of the LRT line north of the Bow. Wait until there is the money to bury the line.

No clear plan to deal with traffic flows from the north into downtown. How will commuters go from 4th St and Centre street to Edmonton Trail

How does the greenline extend north of 16th? At grade? Destroy the 16 AV station to build an underpass?

Give 9th Ave N station some architectural interest, don't have a bland design. First stop before the city, make it interesting.

GreenLine planned route should include access to airport!! An opportunity to reduce travel time and carbon footprint.

Sorry I'll move my comment (about the airport) to the correct section.

Where will 911 first responders go during a traffic gridlock.

No surface train through centre street!! Tunnel or do BRT!!!! Don't split the neighbourhood in half!!

You will end up like Cambie in vancouver - lawsuits from home owners! Pause and do it right!

Just don't do it. Please. What is the purpose of building the line to 16th avenue when we already have numerous buses that go directly there

Do not build past the bow river. Bury the line in the future. I do not want to see a bridge over princess island park.

Will the C-train block the TransCanada highway when the next phase is built. There will be gridlock along centre street and 16 Ave. No train

"As a resident of Crescent heights:

Add the station at 9th Ave NE

Do not run the line down the middle of Centre St, use west side"

Now is not the time to spend \$5B on a train that will harm traffic, the riverwalk and park. Just go south for now.

#1 build south line from downtown to Shepard. No tunnelling. Busses are great for Centre St and for unforeseen events. No deluxe design.

Grade level trains will result in more death. Underground only

Surface train is high risk on centre street. Please do the traffic impact study and safety study. Accidents will be bad.

trench the tracks under 16 ave

The train north will harm far more citizens than it could benefit. City workers will benefit and their bias in presenting info is awful.

Bo says no to the terrible, harmful, park-damaging, traffic damaging, negligently expensive North plan. Stop downtown.

Heard fm 660 news Fri someone got hit by car then got hit by ctrain. No news afterwards. Is City covering up since planning more grade level

Concern: I heard it too and I thought it was strange. Couldn't find anything in Herald either.

I am concerned that the traffic flow will be two restricted with only two lanes, I propose curb side trains and three lanes in the middle.

Surface running on Centre Street between Downtown and 16 AVE is a concern. That said we need this line and we needed it decades ago.

How about a bridge into the side of the hill, then continue the climb underground to a shallow underground line to 16 AVE?

Running the train along 2nd St will add traffic and decrease parking to area already congested with vehicles and dangerous for pedestrians.

P. I. is the only safe park DT and is also heavily used by people from all over Calgary, and a wildlife refuge. Bridge destroys this asset.

1 lane now when there was 3? Motorists will demand a new vehicle bridge to downtown if this goofy thing is built. 1 step up 2 steps back

Centre St is already very well served by buses. If we can't build the Green Line now without massive damage to several communities, hold off

DO NOT put LRT stop on 2nd Ave 2nd St. Stations attract addicts, dealers, beggars, harassers, etc. Too close to decent residential areas.

This is an awful idea with no regard for impacted communities on either side of Centre Street, close to the core especially. Don't do it!!

Someone gets killed every year with the ctrain on ground. Isn't this reason enough to not build more?

\$5B for a train that will be underused is a terrible idea. Don't cause long term financial harm to Calgarians.

A cost benefit analysis of Green Line project needs to be presented to the public so that citizens can decide whether to support it or not!

Putting the station and track on street level in busy downtown is a stupid idea. Go underground - do it right or not do it at all.

Risks of accident and heavy traffic congestion are unacceptable high if put the downtown station and track at ground level.

The downtown portion of the Greenline passes by high density residential area and a number of senior housing. Move this portion underground

If we barely had the money for a train to nowhere before, we definitely don't now. Stop the madness.

I am glad you decided not to run the green line under the river but please use this bridge as an opportunity to add beauty and protect wildl

No K-mart special. Don't repeat 36 ST NE blunders. If can't afford now, don't rush, leave for future, and do it right (above or below).

Focus on building a great BRT on Centre St with dedicated lanes instead of at-grade trains. Turn around some buses at 16th to boost capacity

Underground only along centre Street. U can use HEPA filters in the underground air circulation to protect citizens next CoVid-19 outbreak.

do not build the train further than downtown. Wait to the money to bury the line underground.

Pls do not build more grade level trains or destroy park with a train. Ruins the tranquility of park with a noisy train

Do not have the train at grade level. Wait to have the money to bury the line. Have a transfer BRT and LRT downtown. Leave the park alone!!!

Would like to see more hostile architecture on Centre Street to prevent hobos from loitering in the area.

Very concerned that hobos from downtown will come up to the area and start causing trouble to the neighbourhood.

I strongly doubt the increased ridership from LRT on c street we already have busses if we want to go downtown.

LRT is yesteryear technology. Economy is collapsing and recovery is decades away. This service is not needed now or in foreseeable future.

More grade level means more accidents & deaths. Do not destroy park with a train.

This project will contribute greatly to the future of our city and Crescent Heights. I am strongly in favour of a 9th avenue C-Train station

This will be a disaster if it's not built underground through 16th ave N. Don't make the same mistake as 7th ave and 36th street.

All it will take is 1 accident and traffic will be a nightmare. How many times does a car/person get hit currently by the Ctrain weekly?....

Get bidders from outside Canada than giving contractors to your friends. They can build the underground line much cheaper or don't build it.

More grade level means more accidents & deaths. Do not destroy park withna train.

Underground only. Ruin the tranquility of park with a noisy train. Who came up with such a ridiculous idea.

"1. Should definitely add 9th Ave Station back into plan for more TOD.

2. Should choose Centre St. option that allows for a left-turn lane."

What happens when there is an accident on Ctr St with grade level trains? No one will be moving for sure. Don't ruin park either with train.

Cut and cover is not that much more expensive since you will be digging up utilities anyway.

Pls do not destroy tranquility of park with a train. Underground only.Wait until there is enough funding.

Do not run an elevated platform on Centre street. Toronto at grade better than Waterloo style.

Change centre street N to ONE way only towards downtown with CTrain runs on the surface. Change 4 street N to ONE way only towards North.

Make the bridge double deck, one layer for CTrain, one layer for one way traffic from downtown up to north 4th Street N.

Only 1 lane for each direction in Centre Street N will create traffic jam, frustrated driver, more accidents & deaths. Make it 1 way, 2 lanes

Run line centre street underground using cut and cover to build maintain 4 lane traffic.

How about we keep 4 lanes and do not build the LRT elevated, but running flush with the road this way people can still drive turn right/left

Costs: worse traffic on centre; worse traffic downtown; damage to park; damage to Riverwalk; etc. Why does the City not identify costs? Bias

Grade level trains will result more accidents & deaths. Underground only. No to train through Park either. Why destroy it?

Instead of running the Green Line along Center St. after crossing the Bow, have it run along Memorial and meet up with the Blue line.

I'm a little worried about the transition off Center St. onto the bridge crossing the bow. Put a short tunnel there to ensure driver safety.

This new re-alignment is going to create a traffic nightmare. Should have kept it underground, and do it right the first time.

Yes, let's constrict one of the major ingress/egress downtown routes and make traffic in this city even more horrendous. Great plan.

After crossing the Bow, run the train along Memorial, then run it along Deerfoot trail similar to what the red line does on the 1A in the NW

No grade level train!!! It will destroy the park!!

Underground only. Do not put a train through Park either.

Sidewalk alignment of at grade trains along Centre St would allow larger sidewalks and increased pedestrian safety and usability.

Preserve valuable green public space and include bike/pedestrian path on bridge to continue promoting iconic river valley pedestrian access.

Include 9th ave stop to increase pedestrian traffic to Crescent Heights, promote business development and more amenities in community.

Underground only. Train through park means noise and bad sightlines.

9th Avenue stop is vital to vibrant and viable commercial on Centre St south of 12th Av. No station will shift all activity closer to 16th

Tunnel sections at the 16th Ave crossing and the transition from Center to the bridge over Memorial are essential.

At grade crossing at 16th Ave?? Really? Construct the Green Line in shorter stages to ensure its done right the first time.

Why not run LRT on surface of Centre Street Bridge and use cut/cover tunnels on Centre Street.

Who gave you the estimate the project will create "20,000" job? A contractor? Someone who would get part of the construction money?

I guess how this affects residents living on 2nd St doesn't matter to the City or Planners. Underground only.

ABANDON the whole at grade idea and the bridge river crossing this will destroy this whole area, very bad planning Do it right or Not at all

start the south leg, do the city and north when we can afford to do it right. this is not to be done in a hurry and on a tight budget.

No to more grade level trains. Underground only. More accidents & deaths w/ grade level. Terrible for residents living on 2nd.

The north alignment will cause harm to the park, homes, riverwalk, traffic and to Calgary's finances. More will be harmed than helped.

Reduced transit ridership and a preference to personal modes of transportation (e.g. bikes, cars, scooters) post-COVID-19

Grade level trains on 2nd St is beyond devastating for residents. My balcony faces 2nd St. Pls underground only.

The cost of this project is unreasonable in light of the projected riders. Post-Covid, the cost will be even more harmful to all citizens.

Green Line thru Center St N and Downtown is the wrong route and too expensive! It does not reach the far North And South. Scrape it!

If the Green Line is going to be built as is, the estimate has been low balled. This city council only concern is to raise Taxes not saving!

Definition: Greenline - line of cash from taxpayers to unionized City workers through an unnecessary and harmful project. a.k.a "Greenlie".

How has the city considered lower ridership (now and into the future) as a result of COVID 19? Answer is you have not. \$4bn gamble with tax\$

Pushing this forward during the most challenging time our core industry (O&G) has endured is completely insane. Complete waste of taxpayer \$

Why won't the city use this as an OPPORTUNITY to save TAXPAYER DOLLARS and prepare for other CHALLENGES ahead? Bigger problems to deal w/.

Strongly object a C-Train bridge between Waterfront Towers and Eau Claire Townhouses, noise & crimes directly impacts residential life!!!

All residents need compensation for reduced property value due to a LRT route impact. City will have to pay more than saved project cost.

Green Line doesn't need downtown section, downtown has enough transit coverage. If it stops before Bow River, 2nd Street bridge can be avoid.

Don't waste any more money on this

The cost out weighs the benefit. It's not feasible!

Train from nowhere to an empty downtown. Why??? Cost is prohibitive, benefits questionable, especially now.

The full tunnel option should be built. It protects the city environment for the next 100 years. Above grade kills the cityscape like 7 Ave!

Need to rethink Greenline in a post COVID world. Should \$ be spent elsewhere?

If you have to go above ground, why not go on the east side next to the government building with less disruption to the park and residents.

End all backdoor deals. Unless this goes underground up Centre street cancel the entire project. Do this right

Build outside of the core, where the train would come above ground at Centre Street, connect core/river connections after.

Keep this line off of Prince's Island and away from the wetlands; find another way to cross the river!
#sustainabilityyc #GreenLine #ecology

Keep this line off of Prince's Island and away from the wetlands; find another way to cross the river!

"The LRT should be in a tunnel under Centre Street:

1. Vehicle traffic will be diverted to Edm. Tr & 10th St

2. LRT ride north will be slow"

Please consider increased BRT to serve Centre St N instead of building a bridge through a park and reducing vehicle capacity.

Avoid over use of chain link fencing & safety barriers that divide communities and negatively impact streetscape. Seamless urban integration

We were promised Centre Street would not be like 36th Street NE. That is exactly what is being created. The LRT MUST go under 16th Avenue.

Keep this line off Prince's Island. Go underground on Centre St. N, or the alignment from south stops downtown, don't go North at this time.

To really infuriate commuters, ensure buses block the entire single travel lane every block for a bus stop. Add more bus stops too.

To make commuting even worse in the area, ensure trains stop while blocking 16th ave to further hinder East-West travel.

Is existing transit service still running (example: 301, 300, 3)? How will transit buses operate in the sections with LRT on Centre St?

Please do not direct traffic for turning into the residential areas.

Where are visitors to businesses going to park? Parking is very limited on Centre Street.

The above train on 7th ave looks terrible and was a mistake. Now the City wants to make 2nd ave, our central Park and Centre look terrible.

The biggest opportunity is to not build such a horrible thing. Get it underground or don't bother.

Centre Street is a busy thoroughfare. It doesn't seem like cutting down to two lanes of vehicle traffic is the right move long term.

Train must be underground-preserve the Park. The short term gain assumed by initial lower cost does not outweigh the long term risks/costs.

There should be no tunnels, it should be all above ground. The construction costs will be far less, shortened project time, more done.

I have two brief comments/inquiries in respect of the Green Line north of the Bow River but cannot get them into 140 characters!

LRT will have +++ impact on the environment. It means not using rubber tires and one more thing that lowers operation & maintenance costs

green line will give us an opportunity to make centre street look better, and nicer to walk on. Currently, it is not safe, and super noisy!

I love how bridge will connect north side of city to south and helps dramatically increased the possibility of having a 9th ave n station

the landing area of south end of bridge integrates nicely. There is lots of room for cyclists, pedestrians and families to hang out.

"KILL THIS PROJECT NOW!

It is a massive waste of money and Centre St is the only decent road to get into the core using transit or a car."

I trust the city to a have a thoughtful approach when taking into consideration ecology and wildlife in our urban setting.

An LRT above ground would have less impact on water table and disruption to wildlife.

Don't have construction during nesting periods or times of local migration. DO IT RIGHT. A bridge is better for the environment. Not a tunnel

LRT's help get more people in and out of dt core, reduce unnecessary vehicles along Centre St make it more safe for pedestrians & residents.

People do not park on Centre St because it is too dangerous with the high speeds of traffic during non-peak hours.

Parking on Centre st is already limited because of the lane switching during peak hours in the morning and afternoon.

During the daytime, almost no one parks between 9th and 13th Ave. So the loss of parking is actually minimal, and certainly not significant

Please ensure new construction projects have public parking, as the city did with Kensington Gate. It's cheap and easy to use.

Getting in and out of downtown during peak hours is terrible. The LRT will really help improve the flow of traffic.

We don't need to replace parking on Centre Steet. No one parks there. The city should require new developments to have public parking spaces

BRT is an excellent solution for Centre Street North. BRT also maintains the capability to handle vehicular traffic and parking on Centre St

"The challenge is to predict, and that is hard to do, especially about the future.

I do not see a future for mass transit."

This section must be underground. Must have a station at 9th Avenue. Don't build this section until these conditions can be met.

this is a horrible legacy to leave the city with, your council legacies will be linked with this forever. So make the RIGHT choice.

Concerned about the impact on PIP and adjacent ecosystem. Better option would be west of Chinatown - less enviro impact and revitalize area

I cant see a future Calgary where this is needed. Downtown office occupancy is falling and will never return. This needs to be rethought

I also have difficulty with surface options being considered more enviro friendly, as they destroy the only real downtown park

Running a train through townhomes, a central park and up center street will cause permanent harm. Don't cause permanent harm.

Fully disagree with the Greenline. IF mass transit has to be prioritized, it should serve the airport. No 9th Ave stop! Leave the crime DT.

Calgary needs JOBS! and infrastructure projects are an excellent way to create them, support local businesses, and help our economy recover.

Crescent Heights should not be used as thoroughfare. They've been used long enough, taxpayers subsidizing the rest of Calgary transportation

Build station at 9th. Help us to finally get good, environmentally safe, pedestrian-friendly cost-efficient transport to Calgary's north

LRT means we have lower labor costs which is especially important because it's already difficult for Calgary Transit too attract new drivers

Calgary transit is already wasting money on employee overtime. Build it right as a surface line LRT. Subways are DANGEROUS

LRT will help connect 10's of thousands of people in the inner core and help bring people out of downtown and more easily home and to work

the construction of the LRT will help create much needed jobs, hep businesses, and boost the economy

Putting more buses and BRT line along Centre St does not make any sense. These busses are noisy, disruptive, & bus drivers unpredictable.

A side running LRT station at 9th St would be a huge improvement to the community of Crescent Heights. Excited about it. Looks beautiful.

I'd be curious to know how much Calgary transit spends on overtime. Too much!!! Having an LRT would help minimize those costs.

Make sure LRT offerse better protection for pedestrians from cars and trucks, more lighting and better sidewalks. BRT is terrible a idea.

Too many issues caused by subterranean transit. People complain about safety at substations, it's costly to maintain subways. No TUNNEL.

Centre North communities continue to subsidize transit for newer communities. Centre St needs reinvestment. LRT surface line please.

Centre st is terrible to walk, has 3 lanes of 1-way traffic at peak times. Surface LRT will help improve one of our oldest neighborhoods.

BRT would be detrimental to Centre St/ Crescent Heights / Chinatown. Has stopped investment. LRT helps bolster future investment.

9th Ave station is shown nicely fits into the neighborhood it will help slow down traffic while increasing traffic flow and movement of traf

centre st is derelict and more investment needs to be put into the street. this project will help bring this to the community into 2020.

Crescent Heights residents don't have access to adequate public transit. The buses are always full. Surface line lrt will make it better.

it's total chaos on centre st. Buses pull into traffic on both inside and curbside lanes. Get rid of them, build it right with surface lrt

Low floor LRT will be great for walkability and accessibility. It will be a marked improvement for the urban realm compared to existing lrt

Challenges: nimbys and penny pinchers. Get this guilt ASAP

Underground only! Business people still need vehicles to go in and out of communities. As population grows, going underground make sense.

The proposed north line is a negligent, harmful proposal. Financially irresponsible and harmful to the park and those who walk and drive.

If the City wants to spend \$5B for "jobs", why not spend \$5.5B for more jobs and build a train that doesn't damage parks, road and pathways.

Do not turn 4 St NW and Edmonton Trail NE into traffic sewers. They do not need additional capacity/speed as already they feel unsafe.

A station at 9th Avenue is paramount to helping Centre St north thrive, and the start of a train to somewhere

Get this project started ASAP. This and other projects connected to it will help create jobs and help get our economy through current slump

It's been proven infrastructure projects and support of them helps boost the economy, is beneficial in economic downturns

we need the jobs and economic development to support Calgary families now! Build the LRT and save money by doing it surface line up to 16th

Up to 16th is where stage 1 should end. Majority of users will be those living and working in the core - and we need better transport

Build it right and they will come! This means maximizing the long term investment required and build the Green Line UNDERGROUND!

Calgary needs better inner city transit. It should not take 3 buses to get from Crescent Heights to Ramsay or the nearest farmers market.

LRT will help get people in and out of downtown. No more clogging of cars trying to get out of parkades at rush hour.

Better LRT service means people will have better options than having to pay \$20-\$40 for parking downtown.

bring back the feeling of CH being a residential community- not a thoroughfare. I like how surface line allows me to shop while I wait.

Surface LRT will help reduce car traffic as more people use train, and make it more safe to walk along Centre Street

As a resident and business owner in CH, it would be difficult for me to support without a station at 9th Ave

I am opposed to taking parking away on Centre ST an the expanding of pedestrian sidewalks. This will adversely effect businesses.

Thoroughfare straight to 16th Ave would be a detriment to long-time established and emerging business district developing South of 14th nort

precedent set by having stations close along 7th Ave. 7th ave stations closer together than distance between 9th Ave and 16th Ave station

I'm really excited about the L RT it'll bring a vibrancy to the community and adding to it being an urban oasis feel

A train in Chinatown would help make it safer as long is it is above ground. I would be too afraid of what lurks in the subway.

Calgary transit is wasting too much money on overtime costs. LRT costs less in the medium term.

I used to think underground was way to go but thinking about what I like and enjoy when I travel the surface line with the bridge is excitin

I love Princess Island Park and a nice looking bridge will help enhance its urban Oasis feel.

And the low profile of the bridge samples helps us still see lots of sky! The pathway examples and bike lanes are cool too.

I would not feel safe using an underground station, especially in the winter when it is icy and dark.

Based on the effect of the Calgary economy from the pandemic and low oil prices the Green Line project should be postponed.

There needs to a bike path along side the entire train line. I don't see room for this.

Low floor LRT s a ridiculous waste and councils insistence on it provesthey are more concerned about remaking city than spending responsibly

Commuters from far north will be choked at the bottle neck that starts at 16 ave now. No parking terrible for businesses. Need a parkade.

I would like to see a station on Centre St. N south of 16th Ave as well. The people living between 2 Ave and 12 Ave have a long way to go

We need to not put a bridge over Prince's Island Park. The wetlands and public space are very important to all of us an need to be protected

Is the Crescent Heights BIA faking engagements on this platform?

Fake engagement being abused by special interest groups!

Fake engagement being abused by special interest groups?!

IS THIS A FAKE ENGAGEMENT PROCESS?!?!

Fake engagement being abused by special interest groups?!?!?!?

FAARSE! FAARSE! FAARSE!

Look at how open this process is to abuse! Is the city faking engagements and using fake social media metrics?!

Look at how open this process is to abuse! Is the city faking engagements and using fake social media metrics?!

FAAAKE COMMMENT NUMBER 511!!!

WHAT ELSE COULD THE CITY BE FAKING IS THIS ALL A LIE?!

Is the city going to do anything about how they are using an engagement process that is open to faking on a 6 billion dollar project?!?!?

City is going to spend 6 billion on a project with a bunch of fake engagement instead of building a project properly?! what else is new?!?!?

If someone could fake all these comments how do we know any of the comments ever made on engagement portals are real!?

Look at how open to abuse this is!!!! I can spam comments 500 times!

LOOK I'm pro greenline!!! Build it how I WANT IT! Jerrymanderd results?!

JOURNALISTS SHOULD DO A STORY ON HOW COUNCIL COULD BE FAKING CITIZEN ENGAGEMENT!!!!

Look at how open this process is to abuse! Is the city faking engagements and using fake social media metrics?!

Jeromy Farkas! please look into all the potential for abuse this system has!

I wonder if anyone working for the city is making repeated comments to try and get what they want without proper engagement?!?!?!?

Does the city know that engagements could be faked so easily?!

Sean Chu should be investigating other council members, and city staff. This whole process reeks to high heaven!

Paging council Keating!!!

PAGING COUNCILOR GODNICK!

Nenshi are you going to fix these fake engagements?!

Ward Sutherland do you see this?! Looks like someone is faking the engagement process. Maybe we should fix this undemocratic process.

George Chahal can you look into how this system could be abused?!

Jeff Davison says hi everyone! This is definitely not a fake comment!

Carra, Gian Carlo did you know about this process?! Should someone be looking into this?!

Dear councillor Ray Jones. I have concerns of fake comment campaigns being used to push things through council.

Diane Urquhart. Should you be looking into how a process could be faked like this?!

Peter Demong. We should all be concerned of such a subversion of democracy! Please look into how engagements are not being used properly.

This website is a subversion of democracy! We are being lied to man! It is a fake comment system!!!!!!!!!!!!

Canadian tax payer foundation are you seeing this ?! look it is all fake !!

I bet 99% of the population do not even know this website exists!

Definitely would like to see a 9th Ave station. Area has seen recent revitalization which would be hurt by a surface line with no station.

I see bike racks but no lanes. how do people bike to the station? What about multimodal transport??

Building a tunnel under the bow is one thing but building a big bridge through one of our city's prettiest parks is a significant flaw.

There is already a bike path along the CP rail line into downtown no one uses it.

Why would you need a bike lane on centre street when there is already a significant bike infrastructure plan that is not even being used.

Why are all the comments about this process being fake being removed when they prove how easy this system is to abuse?!

Bike lanes are a no no

Why are all the comments against bikes and two lane traffic being removed this is a fake engagement!!!!

The moderation team is picking a choosing comments that are pro at grade only. Serious concern of bias from moderation team.

Building a tunnel under the bow is not a good idea. Building a tunnel UNDER center street is a much better idea.

Don't ruin Princes Island! Put the train underground

Why not keep the bikes on the trail paths that have existed for 40 years. If there was such a demand for cycling use them before building ne

Traffic bottlenecks will increase with a train on Centre St. Will back up 16 AVE. More accidents (see 36 ST NE).

At surface train on Centre St will cause more cars to cut through offset neighbourhoods (Crescent Heights) to get to other streets.

The City sent a reminder April 28 "Engagement closes April 30" -surely that would get lots talking. Centre St is the most contentious part

We should make the LRT at grade lets do it! crescent heights BIA approves this message lets go!!!!

city could mitigate cut-through traffic. I live in Crescent Heights & many people already speed & cut. It's a problem that can be fixed.

At grade rail line reducing traffic to one lane each direction will make impossible to drive in rush hour on Centre. Noise pollution too.

With likely funding constraints after COVID, it would be prudent to stop at 7ave and consider underground for Centre in future stage.

Centre Street (In-person)

Congestion is already bad at Centre + 16 Ave. I can't imagine how bad it will be with the addition of a LRT. Centre should be underground from the ridge/bridge in Crescent Heights to North of 16 ave.

Business owners are probably looking back at how business fared on 17th Avenue (SW&SE) in the last few years with sweaty, nervous foreheads today. To be blunt: We do not need more Calgary businesses shutting down due to overbearing, endless construction. We need a detailed, comprehensive PLAN this time.

"One of the biggest hinderances I saw taking the MP bus down 17th Ave was crossing the street - to go from one station platform to the other (e.g. EB Platform to WB platform), I had to wait for three successive ""walk"" signals. Not exactly a timely transfer!

If a goal of this project is turning Centre St N into a more pedestrian/bike friendly area, you may want to consider (both for this, and the 17th Ave Transitway as well) adding ALL-DIRECTION PEDESTRIAN XINGS at some intersections - they'd at minimum be better utilized than the two existing ones at Eau Claire!"

Side running will make the 9 Ave N and 16 Ave N stations more integrated into the street. Much less disruptive to build due to faster construction

"To maintain LRT speed and reduce collisions, Calgary may need to close side streets. This will significantly impact traffic flow in the adjacent neighborhoods.

- How will 16 Ave N intersection operate without major delays?"

Add 9 Ave Station! Great for the businesses there and the nearby school. Don't miss this opportunity!

How are we going to make sure that small businesses along centre street stay open + thrive during construction?

One lane for each street is going to be a challenge

you are impacting parking on Centre Street if you put C-train on top

parking for people visiting/utilizing the businesses on Centre St N - this will have an impact on residents !!
Parking on residential streets is already a problem!

"Traffic being re-routed into the community to make L turns -> more traffic cutting through neighbourhood
- safety is a concern

- traffic noise in the neighbourhood all day long"

Potential for grade separations @ 16th ave should be considered.

Questions about property impacts. (some property owners may want to sell). Timeliness of when information is shared

Side running configuration, more challenging urban integration

If you merge LRT and vehicles in the same lane concern this won't decrease transit commute times

Like side-running, but wonder about people stepping out in front of train.

Safe crossings for pedestrians and cyclists, please

cars & train will be in conflict

Don't want Centre Street to end up like 36 Street NE (divided by train with difficult crossings)

DO NOT GO ON SURFACE OF CENTRE ST! IT'S A MAJOR VEHICLE CORRIDOR THAT MUST BE KEPT. HAVE BRIDGE FROM DOWNTOWN GO INTO CENTRE ST. HILL AND TRAIN GO UNDER CENTRE ST. TILL PAST 20TH AVE

Without a station at 9th there's no real gain for the community. Unless it gets to 64th it won't really be worth it.

With traffic likely being pushed to Edmonton Trail, what could be done to make traffic improvements on Edmonton Trail. For example, fixing the issues at 16 Ave and Edmonton Trail

What to do about the traffic coming onto Centre St from 20 ave and 16 Ave? I'm highly concerned about this, Centre St. is a major traffic corridor! It would be better to bridge into the bluff and tunnel under centre until after 16 Ave

[written under above comment] AGREED!!

Having a side running train will be much safer for pedestrians without having to cross the path of cars

The side running would be especially nice during off-peak hours because it would add to the more peaceful streetscape environment

Having the train at street level would feel better; not like the barrier at 36th. You could even make the speed limit 40 kph to encourage safety for pedestrians

The only way to make this feasible would be to create 9th St Station + have more greenery/public spaces (otherwise it'll be like 36th - gross!)

Some distance from station allows for best development opportunities (Centre Street)

If you put the train on the side, it will help cars get along centre and help the pedestrians get on easily.

** Huge opportunity for integration of development in Eau Claire.

- Comfort

-Safety

- accessibility

- services

- Build into the building to protect airspace above for development"

Please include 9 Ave N Station with side running trains

-> small businesses need to work with the city + promote their businesses. City should help them

-> work with businesses to have fairs / festivals during construction.

Please include 9 ave Station. Better access to Bluff pathways, businesses below 16 Ave, + connection to Crescent Heights community

Make it look like the portland/oregon line -> greenery.

Opportunity with curbside alignment - not the best outcome but the better of 2 options

Bilingual area needs to reflect the area by having bilingual (Chinese) on signs

Please add 9th Avenue Station. Help make Crescent heights a more walkable community with easier access to downtown to those unable to physically tackle the hill

Need a stop @ 9th Ave N. for high school + for encouraging people to come use the businesses along Centre St N.

Pedestrian friendly + revitalization of Centre St N in Crescent Heights

Add 9th Ave station!

Really hoping for 9 Ave Station, especially side-running.

Improve urban design/pedestrian focus down Centre St w 9 Ave N Station

I love that traffic will be slowed to "local street" levels. Making it safer for pedestrians + cyclists to navigate down Centre St. stretch would be welcomed!

9 Ave Stop

-> benefit: you will have an LRT in your community

Reduced volumes on Centre Street will encourage greater transit use.

"Interested in ensuring safe pedestrian mov't across Centre St.

Will there be a free fare zone on GL sim to Red & Blue (ie: 2 ave stat to beltline?)"

When Centre St was already closed a few years ago some parking improvements were missed

More bike infrastructure would help - Centre St could be used more for public things, less for cars

Underground is best - but if surface than yes 9 ave station

need to increase density, just need to do this well

Heated Stations Please

The stations could be more beautiful

Great idea do not slow down. Start doing it. Get rid over humber or SUV

Really would like the 9th Ave NW Station brought back! (Good for Cres. Hts & High School)

I like the ground level/above ground trains. Better rider experience

Do this as soon as possible. It's beautiful!

Go all the way to Airdrie

Adding 9 Ave Station on Centre St

I like the way this will improve Centre St. desirability

From my perspective, out of several options, the one that brings more people to downtown/Chinatown is the best options

Prioritize transit over traffic

I like the trains going up the Centre of the road, instead of at the sides

Love the at-grade train!

LOVE the idea of improving Centre St. landscape

Frustration with 16th Ave terminus need to extend north

Get rid of car lanes. Only train/public spacer and bike lanes

Make Crescent Heights somewhere to go, not just a place to pass through. Pedestrian friendly, outdoor space to enjoy 9 Ave station!

Trains going up the centre looks better

Train to airport

"Don't rush

Do it right

Funding"

The crossing (pedestrian) around really needs to be improved. There are lots of seniors here crossing the street, and shopping and restaurants. This area needs to be very good

Better street + people integration

Bikelanes

Reduces flow traffic through chinatown - makes it less congested

Safer for pedestrians to leave side running stations

Below grade train

Everyday the residents at The Madison (Centre + 16th) cross to shop at Lambda and Central Landmark. You must make it easy and safe for them to do so

Like the Portland model -> low to the ground

Traffic calming to be on 1st St. + 1A (parallel) streets to allow circulation

How does Centre Street Bridge traffic lanes & BRT connect into Chinatown? Needs to be simple to navigate for senior population in the area, simple signals & lanes & easy to navigate

16 Ave station should be north not south. Don't wait to solve 16 Av in the future. Won't you be reconfiguring the intersection anyway. Plus allows increased ridership + opportunities for redevelopment (e.g. Safeway)

Is it possible to close off 7th Ave NW - people use it to shortcut to Crescent Heights

"Totally impact the traffic on Centre Street. One way up one way down

Impossible!! Underground on Centre Street. No Budget? Wait until Budget enough!"

BRT share road?

vehicle short-cut?

"transit user - don't want GL @ grade (not an improvement) concern about disruption to area

- 16 ave is already crazy busy - how will transfers work?

- concern about impact to existing route & ride times impacts

- concern about impacts of accidents between cars & trains - bogs everyone down

- don't do this until you have \$\$\$"

"concern w traffic impact on centre - congestion. Supporting underground all the way to McKnight. If not enough budget, don't do it all - should be underground

- change current Red/Blue to underground @ 7 av."

Big issue if traffic cannot turn left to access businesses on the other side of the road. This applies to both NB and SB traffic.

I wonder building the Greenline LRT at Centre street is necessary. Will it help a lot of people getting a train to work? Is there enough parking lots for the people when they use the Green line LRT?

"Add more buses to Centre & Edmonton trail to deal w/ capacity

-concern about impact to PIP & geese in lagoon/wetland

-cab get cheaper cost if open to other country bidders? (ie: China)"

"concern about traffic impact to Edmonton Trail - more traffic jams there. - 10 st & 14 st are also busy.

- local & regional mobility impacts.

- concern about train & people collisions"

The street enhancements are a nice picture however I'm not sure it is a big enough gain for the loss of traffic and the increased vehicle issues

With only two lanes of traffic what will happen with accidents or with left turns. This will take a lot of time for people to accept.

Impacts to mobility network seem to be too much

"We can't borrow more money for more stations

How much more will 9 Ave station cost"

It seems like downtown traffic is expanding to Centre St. As being one-way & harder, scarier for people to drive down? It would keep ppl actually keeping away from downtown & not gathering in downtown anymore!

vehicle short-cut

no "bridge" snake across river. Bad fung shei

Centre too congested. Use 4 St.

Would be helpful to know the angles of the bridges

Chinatown business will be "Zero"

If the city has no budget to build the underground tunnel at downtown, why not wait until the city has enough budget then build the Green line LRT?

"Not enough budget. Wait until enough budget.

Make it underground"

HUGE MISTAKE! RECONSIDER UNDERGROUND

Traffic still needs to flow reasonably

Concern that traffic will increase in the neighbourhoods around centre street

Concern of resident around Centre St: that it will be difficult to turn onto Centre St

Concern for traffic loss on Centre Str.

Underground better solution due to loss of traffic capacity

16 Ave station will create more issue than benefit. People there won't often use it and it will cause congestion. The solution is to go further north now to make it worthwhile.

concern around turning from Centre St./ holding up traffic

HAVE YOU SEEN THE EUROPEAN PLANNING FOR ON GRADE LOW TRUCK TRAINS?

"prefer underground - long term vision. Not short term solution - Don't do until you have \$ for underground

- feedback/engagement time too short.

- prefer to extend south."

question on how existing traffic on Centre will be accommodated along alt street (Ed. Tr very busy)

"Surface running is worse for traffic b/c now down to 1 lane in each direction

- concern over safety -> more people on street may lead to more crime e.g. use 7 AV SW as a example

- nobody wants to ride them at night"

"What happens if there is an accident in the traffic lane?

- left turns could back up traffic very badly.

- Edmonton Trail would be better. More condos, people who would take transit."

REDUCING VEHICLE FROM 4 LANE TO 2 LANE?

CENTRE ST WILL FEEL TOO NARROW WITH THE TRAIN

It won't work to get to Lambda shopping from 12 avenue. The streets are blocked (e.g. 10th), It will be very hard to get vehicles into this shopping area

Accessing the parking lot at Lambda shopping Centre (from both N and S) is very important, especially with the Chinese businesses and customers here

Accessing parking at Centra Landmark is very important for the business and Chinese customers. I'm worried the plan does not consider this

We totally disagree to build the LRT on the surface at the Centre Street. If the LRT is built underground (tunnel), we will agree. We agreed the 2017 LRT plan. Our visions should be in the long term. We should think of our future generations. The LRT Green line should be sufficient use for 30 to 50 years.

SURFACE TRAINS ARE FOR NON-BUSY CITIES. IT NEEDS TO BE UNDERGROUND FOR CALGARY.

BRT CONGESTION

If the LRT is built on the surface of Centre Street, I think a lot of shops in Chinatown will be closed.

Concern re: Centre Street on grade. (too narrow for buses and vehicles)

Concern that surface running on Centre St. will add impediments. Preference to make it underground.

Concern that 11 av on East side would become cul de sac. What impact would that have on residents?

Concern that people will not come to Chinatown when the number of lanes are reduced

"Is it practical?

Parking Cost?

Park-n-ride? "

Centre Street already over capacity without the proposed change,

Poor transit connections mean traffic lanes are still needed for people going from north to south in cars

Do it underground all the way to 16th Ave on Centre Street. One road up and down will have lots of traffic problems. What happen in case of emergency no way for Ambulance to go through!!

provide good commuting service for many people with limited means

" - don't ""split"" crescent heights

- personally, don't like running the train on either side. Two separate tracks much be crossed as a pedestrian"

Interesting changing the dynamic of center street From commuter to a local Road

Traffic changes from 3 lanes to 1. How does this change Deerfoot, Center street Underpass, Reconciliation Bbridge, 10th stret, 14th street etc.

" - sustainable/walkable environemtn

- mix use

- better use of public transportation"

" - parking

- noise control

- currant business

- left turn difficulty

- people from crescent heights use personal vehicle than public transit"

It should stick to the plan that train should go underground along the Centre Street north.

" - very concern about traffic along Centre Street north. By cutting two lanes off

- very difficult to make left turn"

If going through Crescent Heights above ground, should definitely put in a station at 9th Ave. There's lots of demand from high school and growing commercial area around Tigerstetd Block.

Currently, the centre St. N is blocked at south of Beddington Trail. This road block should be removed now, to build a full road to North and allow cars to drive through under Beddington Trail tunnel.

1. With north Green Line to be built, two lanes would be occupied by C-Train, and only two lanes for cars. It is not justified. I strongly think North Green Line to be cancelled.

The train goes nowhere. 16 Ave is just a highway. Train will split the neighborhood . No on street parking with urban realm limited by the width of the right of way. Stop before crossing the Bow River Please

Concerned about mixed traffic on Centre Street. I'd prefer a tunnel.

How if only Ctrain lines are allowed on Centre St. while diverting traffics along the parallel streets entering/leaving downtown area?

" - Tracks should NOT be run on surface of Centre Street until North of McKnight BLVD.

- Please consider terminating Phase 1 of the green line at the 2nd Street Station which would be the north terminus until sufficient funding can be secured to do it properly (i.e. underground)

I realize this would take years if not decades. "

"Centre Street - 16th Ave + passage down centre street - a side loading model is Best. look at Milan in Italy and paris - the centre platforms cause people to run through traffic to get to the centre platforms - highly dangerous

- will these be pedestrian overpasses. "

The community needs a station at 9th Street North - where residents live. Just putting a station 16th Ave makes CH a thoroughfare. It will also help to move more people often - the busses are already full south of 16th Ave N - a 9th ave station will help reduce congestion.

To me, it makes sense to have a 9th ave station prior to terminus of stage 1. I anticipate this will also help with transition to Phase 1 when it is funded.

" - 9 Ave station would help revitalize businesses that might be affected by the loss of traffic during and after construction.

- Love the at ground transit

- The North part will help commuters into downtown"

" - Parking around 16th Ave Station

- Need to get airport transit sooner rather than later, but this is a good first step

- commuting down centre (or alternate route) until this is built"

"Between bridge and 16th Ave Stn. route MUST be underground.

Must have 9th Ave Stn.

Don't build until you can do both. "

"(1) Traffic !!! I see very little discussion here about where the traffic that currently uses 4 lane centre street at peak hours will go once centre street is reduced to 2 lanes. Vague statements about ""studying"" Improved traffic flow on alternate routes - 10th Street, Edmonton Trail, Deerfoot, and that's

(2) about it. if these ""improvements"" are really available, presumably they would already have been made. There is nothing that speaks to budget all sections to imagine the resulting increased traffic flow on these alternate routes. My fear is that centre street in my neighborhood (Crescent heights) becomes

(3) a complete log jam with only one lane each way, not only during peak hours but off peak hours as well. If that happens, the net benefit to my neighborhood (other than some ""street scraping"" is zero, and the net cost in terms of day-to-day

(4) livability is substantial. Basically, we will be victims of a massive infrastructure investment designed to benefit other neighborhoods further out - and we get to pay for it just like everyone else. At this point, put me down as anti-greenline

"

" - has the city ran any pilots to see effect of one lane of traffic during rush hour?

- the suggestions for turning/pedestrians could be a disaster for traffic"

"UNDERGROUND

Pilot project w/ only 1 lane of traffic each way "

"Local businesses going to be impacted poorly

How do you turn? w/ 1 lane of traffic and train? You have 0 answers yet you want the public's approval? An above ground LRT is a failure. Take a look @ 36 street in regards to traffic flow and safety!"

" - Revitalizing/supporting businesses along Centre St.

- 9th Ave station will support local businesses and transit customers south of 16th ave. "

Minimizing disruption to local businesses during construction

Do you really want to replicate the unsafe, disastrous at grade crossing & traffic patterns of 36 St NE?

Concerned about potential collisions between buses and LRT

ON-ST PARKING FOR BUSINESSES

PED SAFETY IS A CONCERN

NOISE IMPACTS

HOW IS SNOW & ICE MANAGED

-"growth" will be around the stations, not in between the stations

BRIDGE MUST ACCOMMODATE ALL ACTIVE MODES

How will peds cross Centre St N?

Concern if transit is given priority when trains cross into centre turning -> traffic problems may ensue (like at west end of downtown - traffic backs up for 5 - 10 min)

Businesses will lose foot traffic

Only 2 lanes total for car traffic? Will crowd Edmon. Trail.

How to cross Centre St?

Improve traffic access to businesses on Centre St. @16th.

doesn't seem reasonable to have the Line above ground on a street that is not terribly wide & which crosses the TransCalgary - To go from 4 lanes of cars to four would seem to create issues around traffic, safety, flow, esthetics. Please consider a tunnel.

Do everything in The City's means to preserve small businesses on Centre St. & impacted route. Real people & families Lives Impacted

TRAFFIC NORTH & SOUTH MOVEMENT

Willing to pay more for tunnel under Centre Street (bridge OK)

16TH AVE STATION IS VERY VERY BAD. BUSINESS ON WEST SIDE DESTROYED

POOR VISION FOR TOD ON WEST SIDE!! 16TH AVE STATION

Traffic congestion. Also - no costings!

Is the station far enough from 16th Ave to let it grade separate at 16th in Future?

Traffic in rush-hour entering/leaving DT

TRAFFIC CONGESTION

Single lane traffic will have large impact to local residents and cause increased noise and congestion for the area.

Look to the disaster of 36 Street with above ground trains - unsafe for pedestrians, horrible traffic. Centre Street is a main thoroughfare - narrower than 36 St. Reduction to 2 lanes of traffic seems like a terrible idea. Short-sighted.

MOVEMENT OF EMERGENCY VEHICLES AT PARK MOVES NORTH & SOUTH

Yes, you are promoting less congestion on Centre Street. But people will go elsewhere. Edmonton Trail, etc. People will not take the train just because you think they should !!!

WANT THE TRAIN, BUT NOT IN THE MIDDLE OF CENTRE ST.

Take Longterm vision - ToD on both sides of Centre St/ 16th Ave

- Very concerned about construction another 17th Ave SW - how will business survive.

Reduce & Centre St. / 16th Ave access to properties and businesses is critical

Reduce & eliminate property taxes during construction to keep businesses alive & survive.

- Do not disrupt Centre street
- Access concerns to business

TRAFFIC SAFETY NO REAL ANSWERS

Why Centre St one lane up one lane down. Consider traffic.

With one lane what happens to traffic when a pedestrian crosses, a car turns, etc. Please provide data.

CONGESTION OF TRAFFIC TO ALL EXISTING BUSINESSES -> UNABLE TO TURN OFF STREET

- run a pilot and close 2 lanes on Centre St. during rush hour

Concern about surface tracks btwn 16 AVE & 7th Ave along Centre.

-> I feel putting the track underground for this section may be a better choice for the long term due to (1) Businesses along the section in Ctr Street is not going to drop the cont. to grow; (2) Pedestrian crossing safety (3) minimize the freq. stops along Ctr. Street for the train Note: this is w/o station on 9 AVE NW

How will vehicular traffic - back ups for accident? - emergency vehicles getting thru back ups?

Centre St. - 9 AV Station is valuable for businesses, Highschool & residents - increases riderships - bus loads of students here now can then use LRT if 9 AV station is there - streetscape & wide ped zone is important for people - would like to see bike lane added if possible

Re: Surface track along Centre Street Stage 1 -> Stops or tracks at the curbs is a better reference -> What are the risks to put Stage - 1 along Centre Street underground?

Centre St. - curb running tracks is better for pedestrian access (safer) w/o crossing traffic to get to station - would like more info on what are risks to putting GL underground? (specific construction risks like leaky tunnel, geology)

CAN CENTRE ST. BE UNDERGROUND FROM N. OF BRIDGE TO 16 AVE N? - What are risks in detail!

Concerned about impacts to Centre Street. I think a cut and cover tunnel would make more sense.

- going from 3 traffic lanes to 1 is going to be a challenge / destroy traffic
- why do we insist connecting two? There are no people that will go North-South
- there is lane reversal on Centre Street already, this will just complicate things
- 16th ave does not need a station - There is no ppl that will use that station
- side running LRT is better than running it down the middle
- we should not be rushing it - we need to do it right - not bldg past river
- the whole place will be mess. Traffic congestion

Bow River to 16th Ave will cause more problems that it addresses

With one lane what happens to traffic when 9 pedestrian crosses, a car turns, etc. Please provide data.

- not every train has to meet. Why do they need to meet?

BETTER TO DEVELOP MORE STATION NORTH THAN JUST 16 AVE

Introducing metered parking to increase the turnover rates thereby increasing traffic to businesses

- it is easier to access - cheaper - more transit customers
- more opportunity to explore what is on the street
- better pedestrian environment -> less car-centric design (there's many other ways to get into downtown FASTER than by car anyways!)

Please add the 3D pedestrian crossings!

As a resident near Centre St. and 16th ave, am totally in favour of a side-running LRT and 9th Station.

Opportunity to be transparent and share information with impacted businesses as the project evolves

Why doesn't the train go to the airport?

OK with BRIDGE AND CHANGES S. OF RIVER BUT WANT CENTRE ST BELOW GRADE

Yes to 9 AVE STATION!

LET'S BE HONEST: CENTRE ST NEEDS A FACELIFT.

Restricting traffic on Centre Street is problematic & causing huge backlog of cars each day

9TH AVE STATION IS CRITICAL

AIRPORT CONNECTION - WHEN WILL IT BE BUILT

BUS & TRAIN TO SHARE ROW to ensure reliable transit "efficient".

Opportunity for free-fare zone extension, DT to 16 Ave? great for business

OPPORTUNITY - PROPERTY TAX RELIEF FOR BUSINESSES IN THE VICINITY OF GREENLINE
ALONG CENTRE STREET

Suggestions to help local businesses - city should consider assembling land for TOD development @ 16 & Centre -> buy up property -> help with rent relief & reduce property tax as meaningful & measurable impacts - wider, more pleasant sidewalks will help businesses

What does it look like for emergency services using a using lane of traffic/LRT ROW

IS THIS TOO INVASIVE? HOW ABOUT A STREETCAR?

"Are we encouraging cyclists on the widened Centre St N Sidewalks?

Pedestrian Safety"

Concern about backups with the signal when it comes off and on to Centre Street.

Whatever was used for paving on urban realm for west LRT lasted only a few years

Shortening the tunnel and increasing the length that is at grade is a huge step backwards, with a negative impact on the community! This will affect Calgary for hundreds of years and is not the project we should cheap out on.

Don't like that vehicles cannot be shared with Red + Blue Line

Concern about vibration and noise impacting house along Center Street

This surface on Centre concept is the worst thing we've ever seen. All of the traffic going in/out of downtown won't fit on Edmonton trail or 10th. There will be gridlock downtown

Pushing traffic through community to facilitate left hand turns is a horrible impact on residents that already struggle with high volumes of cut through traffic.

" - INCREASED Noise, Congestion

- decreased property values

- our neighborhood is a quiet, quaint place where we care for our homes and each other - this erodes and will ultimately destroy the neighborhood + the property values + thus the property taxes gained from these homes"

Side running seems to be a much better option for keeping business pedestrians happy along Centre street. Much nicer sidewalks.

Noise & reduced property values

Thoroughly support the trains being above ground - (as in Minneapolis) - with lots of parks + wide sidewalks. Please make sure you spend the \$ and do it right the first time - it's an investment. And less cars on Centre!

"Too many uncertainties at this stage

go south right now as far as you can

wait until you know more

smarter use of \$

BRT will work for the north

too rushed to get it right in the north - it needs to be done right"

The biggest challenge I see with this process is acknowledging the engagement that has taken place leading up to 2017 approved alignment. We are now being told above grade is only option and that we love it - select from the above grade options. Rather we should revisit options for (1) shortening (2) reducing stations, etc. instead of ignoring public direction and especially if cost is a concern.

We don't want people speeding on 8AV b/c it appears to be Wider. It already happens - young families have moved away.

How will noise be mitigated in the 100 block of Centre St N

If I decide I don't want to live here, b/c of people speeding, my property value will be lower.

"Increase curb appeal for adjacent businesses? No - you are creating a virtual highway and I am not interested in living by or going to businesses by a congested transportation artery.

- Does not create! Greater community traffic it will remain a commuter lane. but one which will now be busy 24/7 - not just @ peak hours - all your doing is decreasing the livability of our neighborhood."

Crossover at 7th St. from East to West should be preserved

How do you not run out of money?

"Solve existing problems first

- social disorder

- 7, 8 + 9 NW

- cars, motorcycles along park + parties

- what are issues?

- sexual assault

- parties, noise, trespassing"

parking displaced from Centre St N will go onto residential streets and affect residents

Concern that removing parking on Centre street will push parking into neighborhoods

putting a signal on 8 AV will make it worse for people who live on 8 AV - seems like city does not care

- Left turns will be limited, not good

Thinks the negatives outweigh the positives.

SIDE Running Train!

Why wouldn't we use the existing spur line by the LRT flyover the Bow River to cross the river rather than this?

Side running trains to Protect People

West LRT had pretty pictures and posters too and then what was delivered did not live up to what was committed to

Don't increase property taxes.

- people will continue to J-walk across Centre St N like they do now / like happens on 7 AV SW (safety issue)

For people who have to keep driving (young parents), these impacts to traffic are devastating w no real alternative

If we want to improve ped Xing safety, can't we just do it now? How does GL actually facilitate this any improvements more than what the City could do now

There is already a lot of cut-thru traffic - how will we mitigate it when traffic is shunted off Centre St N

Need 9 Ave Station

Find other ways to get funding so we can do the tunnel under Centre St N

feels frustrating that we've abandoned the long-term vision

Must have five Bits

8th Ave NW already has way too much traffic for the street width/residential location. A light at Centre + 8th will only make this worse.

Recreating nightmare of 36 St NE

Thinks centre running, surface LRT works on Crowchild and Bow Trail, where there is traffic capacity. Not here

Abandoning underground feels like a loss of trust

Worried about traffic coming up Samus Rd from Centre, and then out through 8Ave/12 Ave, other roads

Not convinced this will help busines - I don't patronize businesses on 7th Ave - and try to avoid even walking on it. It's grungy and often people just hanging around, feels Unsafe! This is the reality regardless of any architectural/design visions.

Residents in Crescent Heights walk. With cut through traffic decreases safety.

"9 AVE STATION

- potential to increase problems w/ crime, social disorder
- limit easy street access to community"

"* Why not use existing crossover to Bridgeland and go north from there instead onew Bridge over Bow River?

* MUST have 9 Ave N. Station for Crescent Heights businesses + for residents to use

* If putting new bridge do not spoil look of Centre St. Bridge in any way"

"concerned that even NOW, turning off Centre St N is hard

concern it'll be even more challenging. "

concerned about increased traffic on 4 st to 12 Ave North. Would like to know future configuration. Traffic safety.

Centre Station will divide the community

Noise abatement design for nearby neighbours

a 10% price increase is not significant in longrun (20 yrs, 50 yrs) but design changes that impact/divide community are

"Where are 20 000 cars going to go while waiting for expansion past 16.

10st + Ed. Tr. Are already over congested. "

easy movement thru & across the community via cars - concern that this is maintained.

prefer/need for more time to evaluate alternative option to the surface recommendation.

" - will there be short-cutting restrictions into the community

- will there be noise mitigation? "

no safe crosswalks across the centre street

centre street is too narrow to put c-train on, eliminate opportunity to pass ppl

Cyclo-cable on Samis Rd.

"*concered that centre st will be like surface train on 7 ave downtown - still is a divide & takes away community feeling.

*concern about short-cutting & increased traffic in residential streets

- traffic calming needs to be considered."

"Side running is

- safer for pedestrian

- better for businesses as there be more foot traffic by the stores

Need 9 Ave Station

- many businesses and residential in that area."

It seems like there will be a bottleneck where the train ties in with Centre St. It is concerning to think of what will happen to traffic on (Samus Road) 2 Ave

We chose to settle in Mt Pleasant for the convenience of driving a short commute to work. This is a neighborhood w/ many young families. School hrs leave us no choice but to drive. Edm trail + 10th St are not good alternatives. We need ctr street at 4 lanes to handle the population in this area. Delay project until there is money for underground to 16th.

Surface is fine North of 16th ave as there's way less traffic as everyone feed to and from 16th Ave.

Instead of valuing the quality of the inner city neighborhoods + the tax revenue they provide the City - the above ground proposal will ruin the neighborhoods, reducing property values + property taxes.

"Aleppo Shawarma

-> During construction I am concerned about parking in front and the sign is there as well

-> I would hope there would be parking maintained"

"Where are the traffic simulations that support fully reducing 2 lanes from one the main arterials into the city core ??

- how does this impact: 1) cut through traffic into the community?

2) edmonton trail traffic? "

Disruption to residents & businesses for no benefit

Concern about idling at 16th ave

" - If this can't be built underground then it should not be built

- Eighth Ave already suffers from extensive cut through traffic + non residents parking in residential permit areas

- Erosion of quality of life in inner city neighbourhoods
- \$ YYC can't afford this!!
- little value for cost
- removing on street parking will just push that traffic to residential streets
- have comfortable sidewalks?? NONSENSE!"

If we can't afford this to be built underground then it should not be built at this time! The presentations today confirmed this for us

"DO NOT PUT LRT ON Center ST

- Access For Traffic will be awful
- Community Impacts"

Will limitation be Placed on traffic Flow going south on 4th? Where does Centre traffic go in Future?

- " - access from neighborhood / to neighborhood
- reduction of traffic will create traffic"

Where will the 30,000 cars a day on Centre St going to go. Edm. Tr. doesn' have capacity, and we need to know the traffic plan.

Centre platforms result in crime

In Crescent heights we already have issues with parking that the City doesn't enforce. How can I trust the parking and mobility study will actually ever happen or ever resolve anything.

No place for bus connections at 16th Ave. Lots of bus ridership above 16th Ave N.

Uncertainty around alignment is hurting businesses.

Need tax reBate for businesses impacted

"Financially unaffordable for usage at \$3.50 one way per adult.

Uber Cheaper/Cost Friendly"

"Acces + egress in the community will be challenging

How to deal with centre + edmonton trail both busy

Don't consider centre in isolation factor in other routes

Designated school on East of centre is in Renfrew - to get across Edmonton trail will be tough"

Don't build a train to 16th Ave until you have funding to go all the way north. You'll wreck prince's Island and wreck Crescent heights for no gain

"9 Ave station is a councillor promise

Parking for businesses on centre around 9th has been an issue

If accident on lane of traffic or maintenance on track will break down network safety issue

hard to get down Edmonton trail today + you make it worse

"

make sure short-cutting thru community doesn't get worse. Need traffic calming.

"* concern about short cutting & need for traffic calming in residential street.

* concerned about unintended consequences of people violating new parking opportunities (if change from Res to short term parking).

need for more enforcement."

A BRIDGE CUTTING THROUGH ISLAND IS A BIG MISTAKE!!

TRAFFIC VOLUME IN NEIGHBORHOOD BETWEEN 4TH ST E AND 10TH ST W WILL DRAMATICALLY INCREASE TO NIGHTMARE LEVELS. PUT THIS UNDERGROUND TO 20TH AVE N.

NO TO 9TH AVE STATION. If a station is needed, put between 11th and 12th Ave.

THIS PROJECT CONTINUES TO EXPERIENCE INFLATING COSTS. THIS CITY CANNOT AFFORD IT TODAY OR EVEN NEAR FUTURE. PUT PROJECT ON HOLD UNTIL ECONOMY CAN SUPPORT DEVELOPMENT.

This project is unneeded at this time. If you don't have the money to do it properly then don't do it.

No to Centre Street surface line - Transit is not an option for many working parents who need to get to school to drop off /pick up given limited school hrs/lack of Before & after school care options. Reduction of Ctr street lanes will add at least 30 mins round trip to my commute daily - Don't build the line until there is funding for underground

Not in favour of having a station at 9th Ave NE. Creates too much noise & garbage

GO UNDERGROUND OR JUST KEEP THE B.R.T. TOO MANY SERIOUS ISSUES TO ADDRESS WITH THIS PROPOSAL.

FURTHER SEPARATES THE COMMUNITY OF CRESCENT HEIGHTS

train on Centre will further impact business viability on Centre.

Don't want the level crossing. Don't do bridge. Stop downtown.

Concern that crossing gate signal, where LRT crosses SB Centre St N lanes, will be noisy & disrupt residents like when Sunnyside Stn went in.

Removal of Parking on Centre St. destroys any Businesses that are trying to survive there.

I see no discussion of resolving the traffic congestion problems. Where is all that traffic not allowed down CENTRE St. going to go? What are the alternate routes?

We like the idea of a train in concept but will people from further north really use this if train stops @ 16 Ave.?

Sound and Scale can be concerning with the train.

Not enough discussion on 9 Ave. Lost in all the changes that are shown.

Community doesn't know what it is like to have a station at the end of the street.

Feeling that this will cut the community apart. East/West

- too much money is being spent to go to 16 Ave only

How are the existing transit routes going to be affected by reduced traffic lanes? If there is no C-Train station access to Crescent Heights we still should maintain the bus service we have now.

- How is snow removal handled with side running option?

Concerned about crime & reduction in safety for our parks / kids - bringing more people who don't live here. How will we be protected from crime?

- there will be a challenge with traffic thru Centre street

Undersirable Street Life on Centre St N. when there's a 9 AV station - maybe good for rental properties; not for us who own. I live on 10 AV N.

16th ave Station isn't usable for Crescent Heights

CAN'T UNDERSTATE THE IMPORTANCE OF QUALITY OF RESIDENTIAL LIFE NEAR 9TH ST STATION. PLEASE INVEST IN THIS NOT JUST FOR ENGINEERING

Need more clarity on traffic study and where potential traffic volumes may go.

To put a C-train line through Crescent Heights and provide the residents with no access to it via a 9th Ave Station provides NO Value to the surrounding community and disrupts the existing businesses, and livability of the community.

No cyclists on centre ST for single lane driving rd. Setup a camera to monitor center & 7 ave to gauge success and lawfulness.

Concern about safety & inreputable activity around station *9 AVE *

Surprise around change !!

Loss of pedestrian crossing at 7th ave.

9th Avenue NW station - not clear how this impacts residents trying to access Crescent Hgts. - east & west

Removing two lanes of center street for a street level train is NOT a solution 40K cars a day use center street to access downtown. The congestion this proposal will cause will be unmanageable.

Don't believe that this will ever be an urban destination.

Concern about train reliability & ped / vehicle interface - curb side bad idea

Building this lacks in the infrastructure if financing turns around, can't then develop tunnel.

Any street level solution requires a different type of train. Why hasn't the additional cost of maintaining two types of trains been discussed? Find a solution that uses one type of train. The current Type.

Increased traffic to Edmonton Trail and increased traffic through Crescent Heights East to reach Edmonton Trail.

We live on Edmonton Trail and we are concerned about the additional traffic that will be created.

traffic crossing LRT with cause more delay. At McHugh Bluffs & curb running

side running would work awful for traffic

concern for safety

short cutting needs to be studied

where will the traffic that currently uses centre street go? People will not use the LRT to come downtown!!

Challenges Centre St - Traffic jams - cut through traffic - No Left Turns - Businesses hurt

Bus traffic to 16th Ave & parking near Station would need to be managed

short cutting needs to be studied

9 Ave - provides service to neighborhood * supports station

7 Avenue connect to DOG park - Desire line. Need to plan for it

lack of trust with Community - changes to alignment - 16 Ave failure implementation

Bigger backup @ Edmonton TR & Memorial in AM peak than there is now.

increased traffic on community Streets with people looking for alternate N-S routes to downtown

16th Ave is already a mess 24 / 7 - Need more info on impact before approving

road congestion on centre street (going & getting out of dt)

-short sited idea to put a bus on Centre Street

9th Ave NE Traffic cutting through between centre / edmonton (and FAST unsafe traffic)

15-20 yr timeline for more stations - Why wreck our neighbourhood NOW?

How does this help the neighbourhood when you ran a railway through the middle of my community - you might call it "light" but it's still a railway!

How do we address the impatience with drivers as traffic slows?

300 route should be maintained to airport

Need sidewalk on both sides of Centre Street

Eau Claire resident concerned that cutting traffic capacity on Centre St N will make it much harder to head N out of downtown, on the only remaining corridors: Edmonton TR & 10 St N.

(1) Where does displaced vehicle traffic from Centre St. go? (2) siderunning LRT better for pedestrians but need to keep speeds lower.

Why do we have to build a stub to the North Green Line NOW? - It goes nowhere - it causes increased traffic congestion - it provides no benefit to the Northern communities that need it. - it destroys the crescent heights community - there is no future plan or budget on how to use it.

Remembering not everyone works downtown and residents need to get to the South and North.

- Better to have trains side running easier for people & crossing.

- don't support added station @ 9th due to pot. to increase social disorder in area - lots of issues now along escarpment. (between Cres park & Centre St.) Huge party zone.

_ cut thru traffic on 7 - 8 - 9 AV is currently a huge issue - added traffic light @ 8th AV will make it worse. - need more restriction to traffic here (gated like north of 12 AV)

illegal parking in permit zone is issue now. Need more enforcement

- make e - w connections for biking & pedestrians but not so much for cars. Need more enforcement in community to deal with partying & speeding / social disorder

/ Fire - - safety of EMS access limited due to traffic control measures <gates/no lefts/ no rights> incurring on response time - w/ loss of lanes and parking and addition of cycle - where are the bicycles and electric scooters restricted traffic flow by losing lanes and space - losing curbside parking to areas businesses - concern about looking like 36th St. <lots of transit hubs there> - cw/ the train and with the narrow space

I don't hear buses I find LRT trains very NOISY.

Pedestrian traffic walking east to west or vice versa across Centre Street will be challenging!

Parking to access Ctr Street businesses will move into residential neighbourhoods and if you restrict to permit holders, where will customers park? Negative to business & residential

Cut through traffic is already a massive concern. Above ground train on Centre Street will make it exponentially worse.

Going to negatively impact the Crescent Heights High School Access from the north.

Post it & dot Exercise an insult to people in the community

running up Deerfoot - or Nose Creek would remove restrictions on Centre Street

Correct Renderings would show The impacts more clearly!!!

Too much pedestrian traffic crossing centre street. These ppl will not adhere to traffic signals. There will be pedestrian vs. train accidents similar to 7th Ave

Sight lines b/w vehicles trains & pedestrians

Social disorder increase.

Concerned about increased drug use and crime if 9 Avenue station is included.

PREVENT THE INEVITABLE INCREASE IN CUT-THROUGH TRAFFIC.

Traffic will get pushed to Edmonton Trail. Need strategy to manage that

Traffic between centre street & Edmonton Trail will increase. Put my property @ Risk.

Crime is on rise in CH. Train will exacerbate that.

Residents off Edmonton TR concerned that at-grade on Centre St N means way more traffic on Edmonton Trail NE

Use a BRT

Concern about traffic through the community

Noise pollution from the train for residents.

Noise from train (even without bells & gate)

Left turns (vehicles) challenges

With City budget constraints (current), it doesn't make sense to spend the money to build now. If we can't build all the way to the end destination.

extremely high property taxes paid for ZERO VALUE

challenge will be a construction

Ensuring that the green line stops in Crescent Heights and doesn't just move people through our community

Inner City paying for whose sprawl. Taxes = No Value

Concerns about traffic moving to other streets

Many people use CH NE as free downtown parking currently straining parking situation for residents. That will only get worse.

Safety around 9th Ave station. Increase in bottle pickers

Concerned that traffic will use the avenues off Centre St to try to get north more quickly -> greater through traffic in residential areas.

Maintaining east west access for pedestrians

- neighborhood traffic will increase, not good

A bridge over the Bow river is a real eye Sore

- Station on 9th Negatives - drug dealings - theft etc. not a probable place for a station, residential area.

We have problems with parking already - SAIT, Centre St businesses, people driving here so they can walk downtown. The city has not been able to control that issue how will they control C-train parking in our neighbourhood?

-> crossing to C-train will be a challenge - pedestrian safety

Potential for noise wall between Centre Street & residents

Need more of a commitment and funding to extend north of 16 Avenue.

- challenges with putting bus on C-train tracks - will create traffic

why we are not continuing with the Bridge rather than going with a tunnel Option startup @ 2nd Av

Crossing on 7th Ave was used by peds & bikes - lots of people walking dogs to Rotary Park. Sorry to lose that crossing and concerned about safety

Will Centre Street become the next 7th Avenue cold, unfriendly, unsafe

Need to manage noise for residents on that back on to Centre Street

Cut through traffic into other areas of Crescent Heights (& Rosedale) if Centre Street is reduced to 2 lanes of car traffic

To support the local businesses in the area & ensure their clients have access to their businesses

The increase of traffic flow through both east & west Crescent Heights that a street level train will cause because of the removal of two lanes of Center Street will cause safety issues, increased noise and a reduced quality of living

Traffic impacts to surrounding smaller streets -> have to mitigate as roundabout not always working

To manage traffic crossing & turning in a responsible way

To support the pedestrian friendly goals of the main streets plan

Why do I want to get off the Centre Street bus at 16th Ave & transfer to a short LRT. I will hate you every day if I have to do this.

No to Centre St going to only 2 lanes - 10 St through Kensington is NOT a reasonable alternative for centre st commuters. Too many lights & traffic turning & illegally parked cars during rush hour - Edmonton trail will become a parking lot and all of ctr street issues will multiply on Edm trail

Since all preferred options as per previous feedback sessions have been ignored and the least favourable option is now going forward, why not reopen the option of putting it down nose creek? This would provide Park & Ride options and provide for the use of one type of train. Mainte

If we cannot build underground; and the city does not wish to acquire the appropriate amount of property to widen a transit corridor to the North why don't we re visit routing the Green Line up Nose Creek?

BLOCKING OFF ALL RESIDENTIAL AVENUES OFF CENTRE WOULD BE PREFERRED OVER ADDING LIGHTS AT 8TH SIMILAR TO KENSINGTON ROAD.

PLEASE - CH needs a STN AT 9th Avenue N to serve the community. Doing so will help move people in & out of the core. Allowing people OFF AT 9th - will help ease congestion and open up more SPOTS FOR USERS GETTING ON AT 16th AVE NORTH. THE SIDE RUNNING Design is ideal. integrates best and provides for safe movement like now the road would be a cull-d-sac to help prevent roadway being a thoroughfare.

ON CENTRE STREET, WE CURRENTLY HAVE The CT ROUTE 301 Running North. It does NOT serve our community as it stopS on 16th. I AM NOT A FAN. IF FIND THE BRT's unpredictable, don't feel safe walking or biKing around them. They Interupt and impede flow of car traffic & WASTE SPACE WITH DEDICATED LANES - but don't actually move that many people. The current BRT vehicles and busses in USE ARE NOISY! While lowercost initially - NOT as ENVIRO-friendly & require a lot of maintenance. Lets have metal wheels- NOT RUBBER TIRES

SIGNAL LIGHT @ 8 AVE PLEASE NO!! I LIVE IN THE 100 BLOCK OF 8 AVE NW - WE ALREADY HAVE TO DEAL WITH A HORRENDOUS AMOUNT OF CUT THROUGH TRAFFIC DURING RUSH HOUR - I COUNTED 38 VEHICLES IN 15 MINS RACING BY MY HOUSE - JUST A COUPLE OF DAYS AGO. YOU ARE FORCING ME TO SELL MY HOUSE. A HOUSE I HAVE LIVED IN FOR 25 YEARS. I AM VERY DEPRESSED

Congestions leaving the core - where will the traffic go? Into Crescent Heights? Over to Edmonton Tr. - one lane doesn't make sense to me - the interaction between trains in a narrow corridor - combining in tight space is a concern. if there is an accident the trickle down effect will be massive.

Do not get rushed into a cheap but poor solution which we will have to live with for 50-100 years. Stop downtown until the north segment can be done correctly (underground to north of 20th Avenue)

CONCERNS * Centre St N. - Limited access for every ave with left turn or right turn - will be altered or eliminated - Restricts the freedom of vehicle traffic - where is the representation - overhead wiring and signage - over abundance <like 12th Ave

A surface level train on Centre St. South of 20th Ave N will destroy a critical transportation link (Center St. in/out of downtown) and create massive traffic problems with intersecting roads (16th Ave / 20 Ave). It must go underground to maintain the neighbourhood and traffic flow

When is it going to be built? What is it for? Why do we need it? Why do we need a north run?

BUILD TO 7TH AVE & STOP WAIT UNTIL ENOUGH \$ TO GO REST OF WAY UNTIL 20TH AVE N UNDERGROUND KEEP EXTENDING AS BUDGET IS AVAILABLE

SOUNDS LIKE A REACTION TO NOT ENOUGH BUDGET INSTEAD OF A MINDFUL RESPONSE

WHILE I PREFER UNDERGROUND IT WOULD MEAN THERE WOULD BE NO POSSIBILITY OF HAVING A STATION ON 9TH AVE NORTH- AND THIS STATION LOCATION SHOULD BE A PRIORITY! IF WE WANT TO Preserve and serve the residents and business owners south of 16th Ave N. WE NEED A STATION ON 9TH AVE N.

To increase West-East pedestrian mobility

Complete South side first -> budget accordingly -> revisit original proposal for underground transit across Centre St. Do it as per original plan / proposal rather than new alternative plan.

Keep numerous pedestrian crossings on Centre Street. This is necessary for the community to thrive

Need to have Station closer to 8th Street.

THIS updated version of the greenline shows a lot of promise it will be done right THE proposed bridge styles that are a constant depth viaduct or trestle BRIDGE (with curve) ALLOW FOR IT TO NOT IMPACT THE VIEW negatively from both sides of the RIVER. I ALSO LIKE HOW this style PRACTICALLY MAKES it "unseen" while enjoying Princess Island PARK

TEST WITH A BRT FIRST, BEFORE BUILDING SO MUCH!

-pls maintain the lanes of traffic

Communicate traffic impacts to adjacent communities (Winston Heights) Better

I totally agree to reinstate the 9 Ave N Station to serve Crescent Heights residents!!!

MAKING A COMPLETE STREET WITH BICYCLE TRAVEL, IN ADDITION TO LRT / VEHICLE MODALITIES. PRIORITY PEDESTRIAN CROSSING SIGNALS

Opportunities to reduce Property Tax for businesses impacted by Construction

Suggestion to squeeze in 3 lanes on Center Street (less sidewalks)

Centre running is better than side running. No one wants to walk next to a noisy train track.

Reliability is important.

(1) - Vote for putting train centre running NOT side running. Vehicle traffic next to side walks is more friendly environment for community walkers - Centre running appears to be safer than side running

Vote to build 9 Ave Station, Walking 6 blocks to 16 ave not an option

Consider Safety on parallel streets (4th St, Edmonton Trail) as changes to traffic occur on Centre St. Concerned for safety crossing these other streets

NEED TO BUILD 9TH AVE STATION. WILL NOT USE LRT IF NOT BUILT.

LOVE A SIDE RUNNING LRT STATION AT 9TH ST IT WOULD PROVIDE SERVICE TO CH COMMUNITY & LOCAL BUSINESSES AS A RESIDENT I WOULD OTHERWISE NOT USE TRANSIT because it is nearly impossible to catch a ride on current system the buses are USUALLY FULL AND DO NOT HAVE ROOM FOR MORE PASSENGERS - SO WE JUST WALK DOWN INSTEAD. Thus - we don't actually have a current transit system that serves CH RESIDENTS.

Crossings and Safety are a concern along Edmonton Trail, 16 AV, Centre St. - Opportunity to make this more ped friendly for everyone (especially children)

9th Ave station important to help connect community

Maintenance on sidewalks is critical for making sidewalks safe and accessible for people (including strollers & walkers) eg. Snow removal.

PLEASE build the 9th Ave Station! Otherwise there is NO benefit to Crescent Heights community, only a huge disruption.

INCREASE URBAN CANOPY W/ ADDITIONAL TREES. CRESCENT HEIGHTS IS KNOWN FOR ITS TREES

Opportunity - Learn from Melbourne - traffic lanes designed to maintain access to properties

Side running tracks please! Many benefits to pedestrians

REVITALIZE EDMONTON TRAIL, WIDER SIDEWALKS, MORE TREES & STREET PARKING.

Opportunity for TOD development on SW corner 16AV & Centre ST.

9th Avenue Station is needed for aging population.

I HAVE limited mobility & will NOT BE ABLE TO WALK TO THE 16TH AVE STATION. In order to use the LRT the 9 Ave station is needed.

Need 9th Ave & Centre Station or it will kill businesses

Can train go "over" south lane of Centre St to avoid surface crossing?

Opportunity for Trees, Great Public Spaces, wider sidewalks with alignment to sidewalks rather than centre alignment.

It is vital for the community of CH to have a station AT 9th Avenue to serve residents where they live and local businesses. NOT having a station here will be a detRIMENT TO THE BUSINESS COMMUNITY. 9th Avenue STATION AS SHOWN NICELY FITS INTO NEIGHBOURHOOD. It would help slow down traffic while increasing flow and movement of traffic.

While I've provided 2 comments of process; if we do go above grade take the vision further! - remove cars & make it like a (wacnerfd??) only have bikes, peds, & transit. - treat it like Stephen Avenue! - shut the roads down for events, etc.

To have sidewalk aligned trains for better street scape

Focus on the South end of the line.

Opportunity to reduce cut-through traffic in CH community with side tracks. Reduced turns with side tracks will help Crescent Heights locals.)

Opportunity Wait to go to the north side of the river until there is budget to do it right / underground. Listen to input gathered during 4 years of consultation prior to 2020.

THERE NEEDS TO BE BETTER PROTECTION FOR PEDESTRIANS FROM CARS & TRUCKS - MORE LIGHTING & BETTER SIDEWALKS I like how the surface line allows us to keep the current cycle route in place.

DROP CARS UNDERGROUND FROM 16th TO THE RIVER (CNTR ST BRIDGE)

The city is holding redevelopment of Centre St. hostage to the building of the C-Train. Why can't we just redevelop Centre Street without the train?

TRULY CONCERNED - IMPACT -> First Recommendation -> Move 11Av SE above ground & Invest Funding in Tunnel under Centre ST. -> Second Recommendation -> only Build South Leg - Cancel North Leg -> 3rd Recommendation Cancel / Hold complete Project

The tracks on Centre St N belong on the outside to allow access to grade. There should be no need to add any infrastructure beyond a couple of signs indicating "9th Ave" or "10th Ave" station

PUBLIC REALM HUGELY IMPORTANT!

Running the tracks on Center St N at the outside curbs will allow left turns more effectively

Sidewalk / side running trains would provide better safety for pedestrians, no need to cross vehicle traffic.

'Bike lane?

low speed for safety of kids living nearby

Recommend Station at 9 Ave & Centre St. w/ side-running which is safer for commuters.

Could we go to 9th instead of 16th for now? It would be more cost effective. But if you can get 9th and 16th that would be great. It would be really good for local business from 9th to 13th

side running would be great so Bus & Trains could use the same lanes

Could Centre Street be closed to traffic at certain times of day?

*LOVE ABOVE GROUND LRT? GOOD FOR STOPS IF 9th AVE STATION.

Opportunities to reduce short cutting through 8th, 9th, 10th & 11th Avenues NW & NE: Close them all off to all but right turns. Only 12th Ave & 16th Ave for left turns.

-appreciate the urban realms improvement.

Need 9th Ave Station!

9th Ave Station is important opportunity to connect Crescent Heights to the rest of the transit system

Would love to see 9th Ave Station

- happy to hear no barriers & crossing arms - happy about planning process but concern about how people will still drive thru area.

NO 9th AVE STATION ALTHOUGH THERE ARE POSITIVES. THERE IS A VERY BIG NEGATIVE - - TRACK RECORD OF DRUG TRAFFICING AT ALL STA'S - ASSAULTS, STABBINGS - REALLY DON'T WANT THAT IN OUR SAFE CH COMMUNITY

- support 9 Ave station - need to address traffic @ 16 Ave - Happy to see urban design solutions - glad no barriers / fence

It will never be cheaper or easier than now to build th Green Line -> let's not get stuck like the subway line under old city hall when they thought it would be too hard then => great opportunity for job creation

I would love to see the Green Line go ahead instead of BRT - stations represent safer locations for women and in inclement weather - also less smoking which is great

Consider overhead running on Center. Less vehicle impact.

Just do it. Go all the way to the airport.

9th Avenue Station makes Sense in the community.

add lots of trees and placemaking on sidewalks to minimize noise for train

10th Ave has a lot of traffic already from high-school. Minimize impact of increasing it with turn movements

C. St. could become a real funky urban, walkable, hangable street with less traffic.

I would like to speak for the residents who live in Beddington NW. Few years ago, the City planned to build the Greenline LRT to Beddington NW but now they stopped the plan. My opinion there are so many residents in the North West, I think that the City should build the Green Line LRT to Beddington instead to South East.

Centre St to 20th Ave underground or stay with bus status quo

Regarding 9th Ave station, I'm not strongly opinionated. I still think people south of 16th would walk downtown. But it could be good for businesses in the area. There are also many aging folks in the area who could benefit.

I much prefer a side running alignment because it would be much safer for pedestrians

Opportunity to increase safety in crossings in the future.

9th Ave Station Please

There could be an opportunity to tie in bicycle right of way along the east/west side of Centre Street South of 7 Ave N. There is a lot of bank there that could be utilized to make a direct bike route in / out of downtown.

GO TO THE AIRPORT OR NOT NORTH OF THE RIVER NOW - TESTING W. BRT FIRST

Considering the people living around 9th Ave. and the businesses popping up here, I think it's critical to have a 9 Ave station. The train will encourage a pedestrian environment and bring more business to the shops.

It could be a neat opportunity to add pedestrian and cycling space onto the new train bridge. The ped bridge that is used now just south of the Calgary Curling Club could benefit from shifting some users to a new bridge.

I like the side running alignment because there's less traffic around the pedestrian space. It could be a better experience for pedestrians which is also good for businesses.

Need 9 Ave. Station - will encourage foot traffic - more foot traffic will help neighbour businesses

North bound and south bound to be next to each other so you can have lane reversals. This would help traffic flow.

Prefer no station at 9 Ave NE - too close to 16 Ave - people can easily walk to 16 Ave - look at distance between 39th S & Chinook

(?mortpehi & toulouse?) Canopy & hedged enclaves

What will Public realm look like in winter

What if we run out of money before you get across the river?

9th Ave Station will help local businesses

9 Ave Stn would help service area.

Where is the dedicated / protected bike lane?

Public realm of Place should fit in the context of the neighbourhood

Wait until the city gets enough funding to go back to the 2017 plan i.e. tunnel all the way to center street
* no "at grade" level train tracks along center street to 16 Ave

Cut & Cover do it on Centre Street

Make Centre a free fare zone.

Park along the escarpment could be enjoyed by visitors if there is a Station to serve it.

Investment in Centre Street feels like finally paying attention to an area that has felt abandoned.

happy about no gates, bells or whistles.

9 Ave stn would help increase property values in area.

If this neighbourhood is already walkable we don't need this

future 16th Ave crossing needs to be underground -> need to avoid demo of surface station when building north

Can train go "over" south lane of Centre St to avoid surface crossing?

Can train signal technology manage if only one track with north/south bypasses for oncoming trains at intervals ... every 10 blocks or something like that?

9TH AVE STATION PLEASE! - GOOD FOR CH HIGH SCHOOL STUDENTS - GOOD FOR SENIORS TO GET TO SAFEWAY & BACK - GOOD FOR LOW INCOME MOM'S WITH KIDS TO GET TO SAFEWAY & BACK - GOOD FOR BUSINESSES (PEOPLE CAN SHOP FROM ONE END TO OTHER)

GETTING 9TH ST STN RIGHT COULD IMPROVE THE NEIGHBOURHOOD VIBRANCY.

- Love the side running LRT option - less traffic running next to pedestrians

Opportunity for Community Hub. - public space where city, community and Business come together * Consider not spatial but temporal

Preference for side running from a pedestrian crossing perspective. (Easier to see the train and cars)

9th Ave Station Very important for students & community

To improve the street scape

Create a "Town Square" space, something for community to gravitate towards.

Would like to see grade separation at 16 Avenue.

Consider including Community space in future development sites (City - Community partnership)

9 Ave Stn please - No restricted turn movements please - More trees - More benches - Less clutter - Name the 9 Ave stn "Crescent Heights" - Please avoid removing businesses - Minimize dust - Work w/ developers on Street scape - 30 or 40 KM/h speed limit on Centre St N.

THE TRAIN WILL HELP GET MORE PEOPLE OUT OF THE CORE. CURRENTLY - DRIVING ALONG CENTRE STREET NORTH IS A NIGHTMARE. THERE ARE SO MANY BUSES & BRT LINES STOPPING / PASSING EACH OTHER - IT CREATES A LOT OF UNNECESSARY CONGESTION.

To add a 9th Ave Station

Improve streetscape and pedestrian environment on Centre St N.

A 9th Ave Station!!

Opportunity to close select streets in CH to mitigate cut through traffic. Focus on avenues that don't have traffic lights.

Given the current climate issues is there any consideration being given for using green materials, green roofs at stations, solar power, etc.? I think this is important.

9 Ave stn needed! How come New Arena gets new station & Crescent Heights doesn't.

show how pedestrian environment south of 7 Ave can be improved and the retaining walls

A surface train could transform Centre St N from a road to move single occupied vehicles to a vibrant street.

BRT north is good.

Station development such as shopping mall or residential development should be considered to cope with cost overrun!

-9 Av station is really important for HS students. We need it! - support LRT on surface, want project to start.

- Make crossing Centre St. safe & easier than it is today!

Better explain transit connections within community.

Perception of crime at 9 Ave stn is false. Other cities do it all the time. Need transit service in area

More opportunity with train running on outside of the road

9 Ave Stn needs to move south - more room

Prioritize underground from 16th through downtown, then use remaining \$ to build south as far as possible (may be shorter than now) to ensure core built 16th to Elbow underground

CENTRE ST IS CURRENTLY BROKEN, AND NOT COMMUNITY BUILDING ALMOST ANYTHING YOU DO WILL BE AN IMPROVEMENT.

West side running LRT needs to be examined

existing crime in area an issue - can project help fix things? CPTED, design.

- benefits will outweigh the challenges

High School & Community Assoc'n served by 9th stop

It will never be cheaper. Do it right now.

As change happens on Centre Street, consider traffic on side streets and impacts there - speed, cut through.

No Benefit to Community if there is No 9 Ave stn. Add it in!

- Station @ south end of Centre St is important for residents & HS students - want to see 9th Av Station

Opportunity to make Centre St like the Danforth St in Toronto

- opportunity to make Centre one way only & have Edmonton trail as one way (other direction)

Support this plan. It's good for the future. Needed @ Centre to service this community.

- good opportunity to make Centre St more pleasant

- pedestrian connection needed from Cres. Htg. To PIP via new bridge.

- tunneling thru Crescent Heights ??

Consider sensitively the left turn traffic on Centre St.

- Centre Street is not great as it is - though has been improving. Can we make it better?

CHCA has done a lot to improve street life on Centre Street - hope this can be enhanced rather than disrupted

Less overall Volume of traffic may increase safety

Cycling space on Centre (or near) needed to not discourage cycling for transit

-Would like a station @ 9th Ave if we are going to have at-grade train.

9 Avenue Stn would help mitigate loss of lanes on Centre Str.

20 year business owner happy at the idea of there being more people in the street and more customers

Why only a stop @ 16th and 2nd? - There should be a station between -> 8th & 10th <- doesn't make sense why you can't get off the train even though it stops.

Zoned fares are fair for folks who live closer to the core

Street car format more appropriate? Keep activity @ street level !!!

Prefer side running Makes sidewalk Better, doesn't divide community like centre running

* ADD BIKE LANES TO CENTRE ST. BRIDGE

We need 9th Ave Station

Side running option provides more opportunity for a better urban realm.

IF ONLY GOING TO 16th USE NOSE CREEK ALIGNMENT

-too soon, too fast. Why can't we wait.

9th Ave station is important to the businesses in the area. Can help to make it more of a destination.

Local business owners sometimes live outside of the community. Green Line will help them and their employees get there

will bring businesses to area

Train station on 16th ave may help deal with capacity on buses

We need 9th Ave Station

South leg must go to Seton

Put it back better than it was before

Dust & Debris limitation During construction

-could city consider extending free fare zone up Centre St. to help businesses along the corridor? Helps with fact that there's no parking. - also have free fare to 4th ST SE station.

Winter friendly design that makes it a transit attraction

Is there tax incentive for disrupted business

DISCARDED PREVIOUS CONSULTATION SO INSTEAD OF CHANGING IT TO SURFACE WHY NOT CONSIDER OTHER THINGS LIKE ELIMINATING SOME STATIONS RIGHT NOW UNTIL THERE IS \$ BE MINDFUL OF ALL FEEDBACK ALREADY RECEIVED

WE NEED A STATION AT 9th Ave to SERVE the community. A station at 16th Ave does not accomplish this and CH is not well served by transit. Buses are often full / over capacity all times of year.

The bridge over the bow should be simple and modern in design and have consultation of whether it makes sense to include bike and pedestrian traffic. MAYBE HAVE FOOT/BIKE Traffic below - instead of on sides.

WILL LOOSE SOME PARKING ON Centre but many people do not park on centre St. in dayTIME THOUGH A PUBLIC PARKADE FOR SHORT TERM Parking would be beneficial. This could also help generate some revenue. NEW DEVELOPMENT COULD INCLUDE PUBLIC PARKING - Like they do in Kensington.

Some people don't see the value in having cosmopolitan city where the inner city communities ARE CONNECTED. There is a lot of movement with in the inner city core. We pay high taxes per square foot of land, use less roads & require less of that infrastructure - but close our schools , blow-up our hospitals.

-Reducing vehicle traffic on Centre Street - though think it will still be wall to wall at rush hour. - Would be great to see investment in streetscape - making it more vibrant & pedestrian friendly - If train is at grade I think there should be a station at 9th Ave so we get some transit benefit.

-Safe crossing for pedestrians & bikes- aesthetics of the train running down Centre street - We have done a lot to build community and street life on Centre Street. Concerned this could set us back rather than help. - Ensure access into & out of community for local residents while discouraging cut through traffic

Please work on the Centre St turning options as sensitively as possible - the existing cut-through traffic on adjacent avenues can be punishing in morning & afternoon peaks - any opportunity to reduce impact of cut through traffic should be seized - er, plus

I have to be able to get home!

- To improve the pedestrian retail & community experience on Centre St N - to include a 9th Ave Station - To have sidewalk adjacent trains

-To support west-east mobility - to manage pedestrian crossings - to manage vehicle turns - to support businesses

-Green building - Architectural example (much like Central library) - Side align trains may promote better pedestrian use, safety - 9th Ave station addition will increase usage - Incorporate pleasant pedestrian/ bike pathways on bridge to increase usage of structure.

-Traffic diversion, especially during rush hour - pedestrian safety along trains - Increasing pedestrian traffic along Centre St. / across Centre St.

IMPROVE ACCESS TO DOWNTOWN FOR US SENIORS. MAYBE WE DON'T NEED A CAR IN FUTURE. VIBRANCY OF STREET LIFE WITH 9TH AVE STATION ESP. PROPERTY VALUES

DISRUPTIVE OF LIFE DURING BUILD. WHERE DOES EXISTING RUSH HOUR TRAFFIC GO. WHAT ALTERNATIVE ROUTES?

I AM VERY AFRAID OF TOD PRINCIPLES THAT COULD DECIMATE THE SUNLIGHT & QUALITY OF STREET LIFE WITH HEAVY MULTI-STORY DEVELOPMENT PLEASE DON'T MESS THAT PART UP!

-> Improving pedestrian experience -> I think having curbside LRT would be the most desirable - it would be more pleasant to have a quiet train go past every few minutes than the constant stream of cars & trucks.

-> Crossing Centre St. after construction -> How will vehicle traffic work with reduced lanes? Will the increased service of LRT & BRT really reduce vehicle traffic on Centre Street?

DO NOT DESTROY PRINCES ISLAND BY PUTTING BRIDGE ASSIGN ALL MONIES TO SOUTH LINE

- use vacant property that are empty to develop for art projects - Built in heaters at the train station. - Look at Subway Stations where the area is integrated in the community.

-> Will bus stops change? #2/#3/301 We need to keep the bus stops in front of businesses -> Don't think there is enough room on the road for trains and traffic. -> Run out of money before you even get across the river.

In favour of postponing GreenLine construction until we can do it right the first time.(might have to wait until UCP voted out). Why? - because the interim proposal is less than tenable - train stops at btwn 15 - 16 Ave N & people change to BRT to north Calgary. If one is on BRT already don't want to get off above ground & change when could have taken BRT right into downtown - we will be stuck with that until . . . Imagine a European citizen taking the train from downtown north go a few blocks and having to wait for a BRT in -20°C. - not a good civic planning look Calgary. - because - I live 1/2 block from Centre St N and do not want to hear the train running back & forth - cuts Crescent Heights community in half even more than it already is I want it to go underground where I can't hear it and it does not contribute to more city noise. - because the future is the train transport. so we must prioritize it for cities. - because Center St will be limited to 2 lanes and no bike lane forever next 100 yrs) - because bridge going across Princess Island

could cause ice jams & is pretty ugly over a natural area - because the city transit goes through my community either way - above ground or below ground - we need a train stop to access train transport network in the rest of the city. A train to the airport is a must for a world class city like Calgary. Underground from downtown to past 16 Ave worked because - lack of BRT bus turnarounds although that can be solved by going a little farther afield. - the technology exists in the world and is reliable to put a tunnel through a rocky substrate in the water table - we do it all the time. - Because with increasing winds to be expected in the next 100 yrs alot of above ground infrastrure is already at risk - especially bridges from west winds down the Bow River Glacial corridor. Safer underground. Recommendation. Post pone until we can get it right the first time. Alot of good design work went into that underground proposal. This does not have to be turned in a wicked problem.

Revitalization of Center Street

The impact of the LRT being above ground on vehicle traffic on both commuters and residents is huge and primarily negative. The budget restrictions preventing the previously approved below ground route should be reconsidered. A 10% increase in budget, or even more, to re-enable this option is well worth The benefits mitigate impacts over the many decades the line will be in use.

Improvement of Centre St for pedestrians & re-vitalization.

There seems to be a lack of data to support the changes to an above ground system from 16th Ave to downtown, besides COST. What are the differences LONG TERM (20+ years) between having an above ground system vs tunnel? Traffic improvements? Environmental impacts over the river & bridge? Attractiveness? Speed of travel for commuters on the train? Is this short sighted? Within the six criteria, what does this comparison look like @ 5, 10, 20, 30 + years? NOTES I completely respect the need to move the project forward within the budgetary constraints. My concern is if the long term vision & impact has been fully evaluated for the future of Calgary.

I think it is v. unwise to propose to build a bridge - or tunnel - just to take the line to 16th Ave and no farther. There is already excellent bus service from downtown to 16th Ave - no need to spend millions and millions to replace that. If funding is the issue, why not build the line north on 16th - sparing cost for tunnel/ bridge - and then have people transfer to bus at 16th. Or do this: (a diagram showing the bus going north on Center, turning east on 16th Ave N to SAIT and turning north on 10th St NE) Either option is transfer to bus at Center or continue down 16th to SAIT. Either stop line at SAIT or have it run alongside core line for a while, share bridge across river.

I see no benefit to Crescent Heights if the is no stop btwn 16th Ave and downtown. The plan only makes sense to me if we have a stop at 9th (or similar) Without the ability to get on the train from our community, we have the burden of disruption (noise, dust, traffic) during construction, obstruction to traffic circulation afterwards, but no gain.

Keep your promise to build the tunnel two years ago. We don't want the bridge. No money, don't build the bridge. Stop the project

Keep it Underground listen to your people

Build the entire line underground to avoid traffic problems. There is no space on the centre Street.

Bow River Crossing (Online)

City Engineers cannot specify cost/LRT type/bridge/sound/ environmental impact or guarantee funding but wants us to be good ltl taxpayers?!!
--

I'd prefer a bridge type with the fewest pilings in the river- either arched truss or cable stayed.

I use the park daily and don't think a bridge will destroy the park as some others do. Just choose a good design and it'll look/feel fine.
--

Each Bridge pier is a target for graffiti. Murals Fade and look tacky... just like these bridge concepts. Put this line underground.
You can't camouflage a major bridge over the river. Embrace it's prominence and make it beautiful like the Fitzroy bridge example.
If you do go with a bridge I want it to be absolutely minimal a big cable bridge is ugly.
The only bridge that does not look ugly in my view is the trestle bridge. Cable/arched are waaaay to disruptive
Having a cable arch over such a tiny river seems like complete overkill, would be ugly and block view of downtown skyscrapers.
Minimal and whatever plan least blocks the downtown view!!!
The detailed plans show that half of the River Run condos will be demolished. Why does the City hide the damage it will cause on this site?
Why isn't the City transparent about the harm this project will cause? Traffic congestion, destroying homes, damaged park and riverwalk.
Please do not put a bridge pillar in the middle of the Bow. The Arch Truss is best as the Trestle columns are humongous
Will there be a more expensive and less used train in the world than our multi-billion dollar mile from 16th to 2nd? Political not practical
Princess Island is a gem, I'm concerned about impacts. Memorial Drive & train tracks poorly placed, so be careful with future plans
Let's see the renderings of the bridge from standing at the lagoon water edge. What a blight. Kiss the east side of PIP goodbye!
The bridge over the park, no matter how well designed, will permanently ruin Prince's Island.
No matter what bridge- (probably going to be the cheapest imaginable)it will still cary a 40ton train within feet of kids windows=childabuse
Please DON'T have the bridge crossing above the park. Put it beside Centre on the west side, but NOT PRINCE'S ISLAND.
The pictures show the River Run complex still standing, yet the detailed drawings show those homes destroyed. City: more honesty is needed.
North alignment will be harmful to traffic and will damage our best park and riverwalk. This plan will hurt more people than it helps.
This will only ruin the river walk. More grade separation is always better as Vancouver found out with their Broadway subway
2nd St coming out of Park is already narrow. You are literally putting a train in front of people's balconies. Stop it; underground only.
City is only concerned about min cost. Don't care about any of these comments. I live on 2nd St @ Waterfront. Beyond devastated.
City pls buy our condos on Waterfront & tear it down on 2nd St. This is devastating.
Calgary has an opportunity here to create a unique bridge design. Like Trestle and Arched Truss over Cable Stayed; CS design has been done.
City will go with the cheapest bridge which usually means the ugliest. Feel sorry for residents on Waterfront.
Didn't move to Waterfront so you can put a train in front of my balcony.Invested my life savings. Underground only. Plan it right.
Building a "beautiful" bridge will be too much which is why City is changing their plans. Only ugly designs need to apply.
Prince's Island Park is a very special part of Calgary that people from all over the City enjoy. Please don't put an LRT bridge over that.
Environment will be affected including noise, views and traffic issues. Will the City buy back or compensate the affected residential area?
The bridge should also be a pedestrian walkway.
None of these bridge options look ideal. Best to leave Prince's Island Park untouched! Using the middle of Centre St Bridge would be better.

The Cable stayed bridge looks great, adds to the skyline. Love this. Other than the trestle bridge I think rest look dated and an eye-sore
No to train over Park. What an eyesore. Coming out to 2nd St is a bad idea. Destroy the area for residents living there. Underground only.
How much did City spend to build the Peace bridge to make Park beautiful? Now ruin it with a train. Absolutely no vision. Shame!
The train above ground, no matter how well designed, will permanently ruin and further reduce Prince's Island's green presence for downtown.
underground only please, once green space is gone its gone forever.
I'm beyond devastated. I live on 2nd St @ Waterfront.
We can turn the bridge into an aesthetic art display with moving LED Lights to match the skylines. Example The SF Oakland bridge at night
Could be an architectural gem that becomes a Calgary landmark like the Peace Bridge has become.
The City doesn't know whether more people will benefit, or be harmed, by the north alignment. Why wouldn't the City know? Why? Corruption?
I too live on 2nd St @ Waterfront. Devasted is putting it mildly. Pls have it underground.
I agree with previous comment: City pls buy our condos on Waterfront & tear it down. Don't want to live beside a train. So sad.
Cross river beside Harry Hays, as the road there gets very little traffic and does not lineup with any parks
The new renderings are misleading. The midsection of the bridge is being shown and the nearby buildings and wetlands are excluded.
do not build the train past downtown past the bow. phase two can bury the train under the bow. use BRT to north of city
Single lane, one way traffic out of a 1000 unit building on a already busy road is ludicrous! Huge safety issue! Stick to tunnel over park
Underground only pls. Why all of a sudden to get this project going when there is not enough funds? Typical attitude by the City.
Once the wildlife leaves they do not return. Do not put a train over park
The renderings don't show the path through the park itself. Noise levels within park may be high, disrupts a peaceful greenspace in DT
Don't mind any alignment, just keep the bridge design simple and low key, i.e. no red, no high rise cables. River valley should dominate.
Granville Island (YVR) is under a bridge and it's very popular with tourists- parks, shops, market, events. A bridge doesn't have to be bad
The City bungles most major projects. The North alignment will go way over budget and will permanently harm traffic, the Park and Riverwalk.
I now realize that the city should not build a bridge, because despite not all bridges being bad, one going over insane amounts of a park is
The North alignment is just a disaster. The City spent over \$500M in the last 8 years and couldn't develop a good plan. Cut the cord.
The world is hunkering down for a depression and Calgary is building a \$5Bil bridge to endanger parks and children? Taxpayers must love it!?
World health organization lists several severe physical and psychological disorders in children from noise pollution.(40 ton train)
\$5 billion for a train to nowhere with more traffic congestion and park sacrificed? Is the city insane? Drain the swamp at city hall!
Like others, I moved to Waterfront on 2nd St for the Park & its serenity. Beyond devastated. Thank you Councillors.
Fire the councillors who don't listen to people and waste money! This is a democratic country/city.
Woah, cheap renderings made on computer without proper consultation! Don't ruin the park! Less concrete & more respect to nature or people!
All about money! How do you measure mental health and recreation? Preserve the island!

Make a bridge if you can master invisibility. Hide the ugliness of concrete, the noise, the lights, the heaviness of it all.
We're wasting our money to destroy our park. How sad. Let's build when we can afford the right solution.
Reading everyone's comments, thank you. Can't wait for the city to actually listen and build the proper tunnel.
"to ensure we are building the highest value transit system" = cheapest, most damaging solution. Sounds like fake politicians talk!
Just read the comments pls: https://www.tripadvisor.ca/Attraction_Review-g154913-d155236-Reviews-Prince_s_Island_Park-Calgary_Alberta.html
Can't believe you are putting a train in front of my condo. I will now see & hear train instead of birds & river. YYC buy my condo. So sad
Sharon: YYC doesn't care about your comments. This is a ruse so they can say they engaged our opinion. They will do whatever they want.
Environmental impact on Prince's Island Park. Impact on residents/owners of condos in Eau Claire
This is so devastating. I live on 2nd St
We really need an extension of the pathway on this bridge. Make a spot where people can stop and see our beautiful city.
Because this crossing curves across one of Calgary's best views, keep it as low-profile as feasible. No suspension bridge, however pretty.
Essential to maximize clearance of the crossing over the south-bank river pathway. Current 9th Street West crossing is too low.
I don't agree with running a bridge over one of the nicest downtown parks we have. This is a city building project. We should do it right.
I think that a 9th Ave station is essential. It connects the communities that are closer to core and would reduce the need for bus routes.
The train should run along the curb to reduce the need for specific "stations" that would take up a whole lane of traffic.
Go underground or don't do it! Don't be limited by near-sight political cycle. The "Expandability" sounds self-deluding talk of politician
Maintaining & improving function of Bow River pathway with increased population density, space constraint and respecting flood risk.
Bow River pathway redesign to maintain continuity of pedestrian & bicycle separation (Riverwalk, West Eau Claire) to improve function.
Reducing visual and physical impact of bridge structure on riverfront, park and river itself.
Similar to MAX Purple line, including a multiuse pathway along bridge would be great active mode travel enhancement.
The plan to go north over the river for a few blocks, at a cost of a few billion, is just terrible. Press pause until we can do it right.
The bridge provides an opportunity to create an iconic crossing of the Bow. The cable design creates a strong city icon.
No to grade level trains on 2nd St. No to bridge over park. Underground only. Wait until there is enough funding. More buses for now
I live on 2nd St. This is my worst nightmare. Have you asked residents living on 2nd how devastating this is?
Why doesn't the City identify costs: traffic congestion, damaged park and riverwalk? The City shouldn't present info in such a biased manner
\$5B cost is insane. Billions to get a few blocks to 16th is negligent. The North plan is harmful to Calgary. Please pause the North plan.
So disgusted you are putting a train in my front door on 2nd. You are ruining our lives. Shameful. Go down Harry Hays bldg. Nothing is there.
I need a permit to tear down a tree but you are destroying a Park without any consequences. Good job YYC.

Can we see the long-term numbers for the cost of a bridge vs underground. I think the maintenance & upkeep would be more costly than implied
The very short North segment is too expensive. Pause at Eau Claire underground until the City has a better plan.
Pls do not put a train in Prince's Island and grade level on 2nd St. I live on 2nd. I'm sooo sad.
The City is focused on how to complete this project but the more important question is: should we complete this project? No to \$5B expense.
I do not like the impacts of the Bow River crossing! Let's temporarily use BRT until we can afford to properly go underground.
Do you want to be the council that put another ugly bridge over the Bow and ruined Prince's Island Park? That will be your legacy.
no bridge over the bow and ruined Prince's Island park, no station on 2ave SW, the damage on the park is irreplaceable, property value down
I'm curious if immersed tube or cofferdam cut and cover options were considered for the Bow River tunnel. A cheaper, shallower tunnel option
This is my worst nightmare. I live on 2nd St. I didnt move there to live beside a train. Underground only
No to an extremely expensive, park and riverwalk damaging, train that doesn't even cross 16th ave. This is a bad idea. Pause south of river.
Terrible idea to build a bridge over Prince's Island and come out on 2nd. Destroy area. Underground only.
Stop at 2nd ave. Underground.
Underground from downtown all the way up past 16th avenue. Is council actually considering putting an LRT at ground across the Trans Canada?
Build green line along the 1st Street SW nearby the Harry Hays building as the station and bridge over the Bow River.
"Build green line along the 1st Street SE nearby the Harry Hays building as the station and bridge over the Bow River."
where did the wetlands go? go around them with a bridge, but then pave over them for access, NO BRIDGE OVER PARK
The City documents provide deliberately biased info. It looks like before and after information for snake oil. Why hide the harm? Dishonest.
No to bridge over Prince's and no to more surface trains. Underground only
The train north will damage traffic, our central park, river walk and will destroy homes. Why is the City wilfully blind to the harm?
Why doesn't the City estimate the damage to the park? Oh, right, they don't care about what is best for Calgary. Such bias. Sad.
City council cannot have a meeting and act like responsible adults. This group cannot be trusted with a \$5B project. Please just stop.
Underground only. Do not destroy Park and area. Is City really listening?
I'm so devastated. I live on 2nd.
This bridge will change the entire form of the river valley. The trestle or cable stayed bridge would compliment the valley nicely.
This will impact the entire feel of the river valley. Don't pick the ugly soviet austerity viaduct or that ugly wannabe arch thing
What about a compromise. A bridge into the side of the hill, then somewhat shallow underground until north of 16 AVE?
All these NIMBY's. Yes it will disrupt the park, but done right it's a feature (think central library).
To all the haters, think of the benefit of not having 90 diesel busses/hr on Centre Street would be too.
I didn't move to 2nd St to have a train in my front entrance. No to more grade level trains. Underground only.
The cost to go from 2nd ave to south of 16th is not worth it. Pause at 2nd ave underground.
Don't cross river and destroy park. Move alignment to east side of C St. Even better, BRT for north leg and river crossing on existing C St

1. Must include a multi-use pathway along bridge. Better gradient for cyclists
2. Choose bridge design that unobstructs view from McHugh
Don't ruin PIP for an expensive bridge to nowhere. We can't afford this disaster. Literally.
It's ridiculous to think that this route could be a desirable "feature" in park. It will be a hideous intrusion. Move to east side of Centre
Trestle bridge is the perfect choice of the ones shown. Does not impede views of downtown from the bluffs.
Do it right otherwise don't do it. Forget the short North segment, nightmare to people live on 2nd St. (train so close to residence)
big safety issue and traffic jam when people get in and out of the busy several hundreds cars parkade near Eau Claire;
The City makes no effort to fairly disclose the damage that the unreasonably expensive north alignment will cause. Negligent. Unethical.
Pls do not put more grade level trains. Do not destroy Park or ruin the lives of residents living on 2nd St. Underground.

Bow River Crossing (In-person)

There's only one time (chance) for this project. Tunnel is the best idea. I know the bridge will destroy the wetland and the park. I am so about set up in the future my view is the train. I am so regret why I sold my house and moved to downtown by river for my retirement life. If no money, pls don't build the bridge. keep the tunnel !!!
Putting this through Princes Island is foolish. Rather hold off until it can be tunnelled or do something different. Consider down 1st st East rather than west - less park disruption - The centre city needs all the park it can have as the current supply is limited
The portal can be incorporated into development and reduce the impacts, possibly even further to the north.
Bridge options show its technically feasible. Keep working on a better design (sure you will)
How does the pathway on the North Crescent heights hill top get intergrated into the new plan?
Please make the train quiet. Prince's Island should be a tranquil place.
-> north section will be busy, section over the river going north will be busy for cars
-> how does it going to affect the Canada day festivities?
Review the conditions of land donation from Peter Prince, including site of memorial bust
Peter Prince donated the island to the city, more research on conditions even if 100 years ago
Don't implement a flawed plan just because you think it will safe money! It will cost much more in long run - cause environmental problems, safety problems - Ruin Prince's Island park and Eau Claire/Property Values
Prince's island is a special part of Calgary! It should be maintained/protected as best as possible!
-> there will be a lot of challenges on 2nd Ave (i.e. access to parking for waterfront)
So unplanned! How do you get over/under 16th Avenue. Where do people park to catch the train. Not enough stops for businesses.
Prince's Island park is too sensitive for the development.
- Underground only or wait till you have money!
- Noise,
- Prince's island & Eau Claire has always been known as a quiet area
- No at-grade Underground only!
Center St is a busy area, reducing traffic lanes is silly. Wait and tunnel through rather than wreck Prince's Island
- challenges
- needs to be minimal impact to the island
Putting through through Prince's Island Park is foolish Consider 1st East instead

-> not good that the bridge is going over the park/wetland
Prince's Island is important green space for downtown residents + those who live across the city. PLEASE take great care in how the bridge is integrated, especially through that section.
Bridge over Prince's Island could be total span? What about Wetlands.
The Bow river pathway isn't just used for recreation. It is an important transportation route for pedestrians + cyclists. Please provide appropriate + proper alternative transportation routes for these users throughout construction
RECREATION SPACE AT BRIDGE CONNECTION (UNDER BRIDGE)
Consider existing waste + recycling for Waterfront. Condo.
Concern over impact to wetland and natural areas on Prince's Island Park
Viewscape and blocking views for condos
Noise concerns for adjacent condos (waterfront)
Spend dollars on extending line further South and don't Cross River (do it in the future) - would improve ridership if we went further south rather than cross this river
As for the bridge prototype I feel like "Ushikuba" Bridge in Japan reflects an inobtrusive structure that reflects the flow of the river & shape of the island
Consider noise pollution over the island and Eau Claire properties - the island is an oasis and is much loved.
Please make the crossing as quiet as possible so that people in the park do not hear a loud, screeching, rattling train going overhead.
->minimal support post
->needs to be something that blends in
-> homes being impacted on 2nd Ave
-> noise level ↑
-> the bridge is <u>not</u> good
-> harm to environment
-> too noisy
-> renders the area useless
-> adversely affecting the area, property value
-> too close to residential (station on 2 ave sw)
↑ crime rate = not good for residents
<u>Focus on 1 Segment</u> Calgary historically built the beltline in segments. Should defer this section and Focus on South only. Come Back to North Section in the Future.
the bridge must not create a barrier" (no weird corners, or angles)
Don't feel that the impacts to Prince's Island and Eau Claire are worth it.
WHAT ABOUT FLOOD mitigation - stops at 3 St.
construction will be hard/will take a toll on the area/community
<u>No Plan for North or Budget</u>
- Stick to 1 segment begin the South and return to North in Future
- This is blending 2 segments (1 + partial) Stick to South and avoid costly \$ in downturn economy
We are very fortunate to have an island park Downtown Calgary and this crossing will have Significant Negative Impacts to community enjoyment wildlife + habitat
Creates noise + physical barrier destroying a key natural highlight of Calgary being Princes' Island Park
How does train go from bridge to centre street? Crossing traffic?
There is a baby beaver and wild life there next to the bow river there is a lake there and you guys will be going threw it and from high up in the air it is shaped in a heart. There is so much wild live there it is unbelievable. It is really special to other people. I call it by the name heart lake. I saw a baby beaver there. A mother beaver and canadian goose.If you guy keep destroying the wild one day there wl know more wild live and trees
- check documents. One referenced 11 storey deep tunnel.
- in 2017 you were fine with tunnel option. Was the bridge the idea all Along?

-what are alternatives to bridge? Or moving it to existing bridge? Why not centre street bridge? - if Green Line was accessible, wouldn't jobs move to South?
What is the life span of the Centre Street bridge? Why not rebuild Centre Street to work? A - didn't consider removing Centre Street bridge Wanted serious consideration for rebuilding Centre Street bridge to accommodate
concerned with wildlife aesthetic impacts to Prince's Island. If this is a 100 year project, why not stop downtown, expand the right way? Would prefer build further east with hub to transfer to other lines there. Still convenient.
You can't camouflage the bridge so you may as well make something beautiful considering where it's crossing
bridge needs to blend in the community
multi-use pathway on bridge
Accommodate future development and not hamper residents (waterfront + surrounding sites)
Preference for a simpler bridge type like Ushibuke bridge
Sleek and minimalist place. Opportunity for walking/biking on bridge
needs to be something 20th century, not something like Centre St Bridge
whatever is bridge needs to naturally belong in environment
whatever is built over the river should be a "nice fit", needs to blend in with surroundings
if we cannot build underground we should wait until we have enough funding to go underground
cable stay bridge is less intrusive. Have to make it the least intrusive
opportunity to create a unique experience across the river
Consider extension of free fare zone to improve/increase ridership
opportunity to create an experience that could be talked about around the world
Cycle/pedestrian pathway! (activate the bridge)
Good opportunity for multi-use path on the bridge
Look at rapid transit bridge in Jerusalem as a similar example
Concern that station area could end up being a "perfect storm: of uses that creates unsafe environment. - Consider eyes on the street - inviting place, active uses
Would like to put forth a proposal that the name of the bridge or even station reflect the history and importance of Eau Claire and Prince's Island. Can get more info from calgaryfounders.org
Bridge design that blends in w/ surroundings as it crosses over river would be best
If there's a bridge, Is it possible to have a walking path beside/underneath
if expropriating riverrun, is there a plan for the (non) market?
if bridge = needs to be "clean" looking
room to better understand N->S cycletrack connection
pedestrian bridge connecting ↓ Prince's Island path needs a redesign
Bike + pedestrian. Make the bridge a "place to go"
create a bridge design that looks natural and complements the beauty of the river
2nd St. "portal" upgrades need to be delivered w/ green line work... <u>not</u> after. PPP is <u>not</u> an option. This is public R-O-W
I like #6 and #7 they don't have any visual pieces above the bridge that will get in the way of the view
I prefer the bridge to a tunnel
Bridge design needs to consider harmony
Bridge alignment shaped like a snake right now
Bridges: #1 choice Tressle Bridge (picture #1)
I like the west LRT bridge. Something simple is good.
To make the bridge over princes island park look appealing
I've been waiting for this LRT for a long time. I hope this is the last time through
If it was already here, we could still be working

I like how this looks
Good idea. Go ahead
Would love to see more activity at Eau Claire Market
More opportunity if City takes over Eau Claire Market site
Concern that bridge connection with Centre Street impedes egress into Downtown. Consider tunnelling in escarpment and portal to surface on Centre St.
Make Riverwalk more businesses and recreation, bring more people, more activity
They should make sure the habitat on Prince's island is preserved
Put a café in Crescent PK for tourism
Make this area for people who live downtown a great destination (Rivers District Part 2)
The columns @ Prince's Island Park should be integrated into the park. Consider using art & lights to soften the impact
Prince's Island Park will be compromised, consider <u>significant</u> upgrades to the park so it is better programmed as part of GL project
Great opp to close 7th, 8th, & 9 th Ave (NW) from Vehicle traffic and shortcutters - keep pedestrian & bike lane. Make 10th Ave NW the thoroughfare Route
Did we explore tunneling technology from China for more cost effective solution?
Station names matter! For 2nd ave, consider "Chinatown/Eau Claire Station" instead of 2nd Av."
Opportunity for Chinatown station
I like the idea of getting the train from the north. It will help bring people to Chinatown
Route east of Centre Street to avoid Prince's Island
WHY DON'T USE 1ST ST SW. TO CROSS THE BRIDGE
Prince's Island Park is the most beautiful park, so much use esp. in summer but there is a train track above the park
All of the other under/overpasses along the park are not places the public wants to go: under Reconciliation Bridge, Centre St. Bridge, Crowchild.... Peace bridge is the only one @ grade and is fine
Bridge over the Bow River is totally destroy the environment of Prince Park and the wetland where many many of birds live there! <u>No Bridge over Bow River</u>
So many parks users -> train tracks not good for the users - bicyclists - event participants - shouldn't go over the park
no one has a train line above a park - underground is ok -> eau claire should be end of the station
doesn't make sense to go so far when when it's going to SE on the other end -> should just stay on east end
wait for \$ to build tunnel
underground is better!
I'm concerned this bridge will make a beautiful park ugly. At a time we are trying to get people downtown this will likely make people not want to visit or work around here
Concerned the bridge will block my view from 5th floor NW corner of waterfront
The LRT Bridge should be part of the existing road bridge
Why destroy a wonderful island green space
It would look better to have a bridge parallel to the centre bridge. Looking at this curved design gives me goosebumps in a bad way. It's better to wait and find money to do it right
Impact to Prince's Island park event spaces are too high
need to consider waterfall on 2nd Street -> it's beautiful -> would the bridge be safe -> don't want to lose waterfall
I don't think stopping at 16 Avenue makes sense.
how narrow 2nd Street is - does the offset go near the waterfront building
how will people get into the parkage @ waterfront

petition site from Waterfront Condo board -> why would we have a train track above Prince's Island Park -> do you use Prince's Island -> would you want to be able to hear train tracks
Blocking view of River + pathway
how will City build near Eau Claire if City doesn't own the land
Concerned about buildings impacted by train.
<u>destruction of property values</u> for property owners overlooking PIP
Wonder if the track over Prince's Island will obstruct the peaceful park atmosphere that makes Prince's Island special. How do we make the underside of a train track bridge look nice?
Impacts to quietness + atmosphere of Princes Island
If you go to music festival/events/walks in park -> I don't want the train above
Visability of bridge. Noise + vibration
Concerned about noise and vibration with train along 2 Street
noise from LRT - in an otherwise quiet + serene area
I'm concerned about noise and vibration of the train. (impact to the building).
Noise + vibration concerns for adjacent condos
Too snake-like shape = bad luck/disharmony
MENTAL HEALTH to residents of Eau Claire
Concerned about wildlife on Prince's Island for Calgarians and tourists.
wetlands area is one of the prettiest areas in Calgary - bridge could really make things hideous
DESTROY WET LAND
LRT stop should not be right in front of Waterside parkside Building (dangerous)
Creates safety issues w. underpass. I don't want to run in the dark w blocked visibility w keys in my knuckles...
REDUCE # OF SUPPORT COLUMNS IN PRINCE'S ISLAND PARK
Feng shui concerns with design + bridge presense
Park is Don't damage our Park. No such park in other cities
CREATES MORE CRIMES AT 2ND ST. STATION!
Noise impact to 1000 units resident @ Waterfront
all Calgarians/next generation -> everyone uses Prince's Island Park - in the summer it's beautiful
going over park is a no no - lots of people use Centre Street ->with slow down traffic/quite narrow -> not wide enough
flood issues w/ train + soil structure
Every October to January so many birds migrate to/from the are around the island. A bridge here will disrupt the birds and they will not come.
I think we should go underground all the way to McKnight. Every day we have accidents around 16th. I would prefer to not cross the river now; to wait until we have the money to do it right
Really bad fung shue. The shape of the snake cuts the city in half. It's especially bad because it goes over the island. It should move east and be parallel to Centre Street Bridge.
If you don't have the money do do this right, wait. Centre Street is very well served by busses.
NO. NO. RIGHT NOW NOT THE TIME
If not money for tunnel, wait for funding or alternate funding
Increase in crime + undesirables
I'm concerned about the early morning and late night train operation
<u>unsafe area</u> lots of kids in + around PIP + Eau Claire Market
Eau Claire Market redevelopment commitment has been unfulfilled for a long time
Don't build these stations like you did on 7 Ave
Concerned about squealing sounds from the brakes as they come down the bridge.
Bridge looks wonderful
Create a lively design that draws calgarians + tourists

- keeping the bridge from overwhelming the experiences of individuals in the park areas - try to prevent it from "looming" over park users
- Disruption of green space - safety issue - underpass. - no matter how nice you make it it is still an above grade build w. dark spots and limited visibility - Centre st bridge, 4th Ave flyover, Crowchild - not where you want to be after dark
- bad integration to surroundings. - wetlands. - event/public enjoyment disruption. 0 small term thinking - wait until you can do it properly
- Shadow's and poor integration of the bridge Surroundings. - Integration w center street - Graffiti on Piers
I like the low rise bridge crossing the best -
win over the nay sayers This needs to be done now!
I am very concerned about the potential disturbance to wildlife in its natural area at the east of Prince's Island Park during the construction, and <u>especially</u> if construction extends over more than one season
What about a bridge crossing to the EAST of the Centre Street Bridge, ending on Riverfront with a Chinatown LRT Station to connect Chinatown North on 16th Avenue to the Chinese seniors even further north on Centre Street? Then tunneling on a diagonal to connect a bit further south with 2nd Street and eventually 7th Ave
Very concerned about the bridge crossing over Prince's Island - both the connection and maintenance (noise, disturbing impact on wildlife, the park, activities, etc).
- construction & noise impact during the projects length
Deteriorates the beauty of downtown
Noise regards of technoles it will be noisy
Environment destroy beauty and the ecosystem in PI
Don't be Cheap, do it right Underground
1. not doing the tunnel is small time thinking, it's a short time fix
2. if you are Looking at \$ it like looking at tail end of a DOG
-> princess island park should not be treated as transportation corridor
-> chinatown not being treated as a neighborhood
-> chinatown could not be treated as a transportation corridor
Would like more information about traffic + noise impacts around 2 av station
opportunity for way finding to breakdown barrier between East west. "Check out local businesses"
How can the City better support and appreciate the business contribution? (e.g. property tax incentives, business wayfinding)
Underground will provide better long term benefit for - users in winter - environmental impact - maintenance - aesthetics - Princes Island Park users
Conflicting interests between vehicles + peds + train
High pedestrian traffic + recreation - mixing that with an at surface station
Concern that bridge will change the look of the park and how people will use it. Park is so quiet like Central Park NY. People's noise is good noise.
Don't destroy the park. - precious to the City. If because of budget, consider long-term vision and spend money to tunnel across Bow.
Destination restaurant
Concern re: pedestrian foot traffic being blocked

Concern about noise from the LRT. Adjacent to Waterfront Development
Concern that LRT psychologically segregates Chinatown from Eau Claire.
Concern that surface station could be a destination for transient population and criminal activity - How will this work? - What are we considering?
Concern that above grade at Eau Claire - safety - aesthetics - "crown jewel" (Riverwalk + Prince's Island) - Subways should be underground.
Why not go further east, closer to 4 St E., and connect to Blue line. Cheaper and maintains connection
How come we have a tunnel under the english channel but we can't Cross the Bow? Cheap and shortsight decision
If you're going to cheap out, delay the construction of the south leg. Build the 16th N to Inglewood section now <u>correctly</u> (not over Prince's Island) - use a BRT going south of Inglewood for the time being and build extenstions south and north over time as budgets allow.
save the <u>Park !!</u>
<u>Stay Underground</u>
Has the new realignment been costed? If not, why is this option proceeding?
- noise/events - enmax amphiteatre noise ?? - fares & festivals in the park / noise ??
Flooding concerns on the promenade realignment. Pathway should not flood.
Concern that with one-way 2-Street will make Riverfron Ave. more congested (especially morning + evening).
Concern about the loss of pedestrian connectivity along the riverwalk
The above ground plan is Ugly. Let's not put all this money into something hideous. Spend more & do it right.
Evening rush hour is already congested around Eau Claire
Who is standing up for the park?
- impact to people Living in bldgs next to Eau Claire
NO
Constant misleading attitude. First underground NOW this. The City is no to be trusted
Need to balance developed downtown with green space free from development
Is this really the right decision as it's perminent ---> to go over park
One bridge can destroy the ambiance of Prince's Island park Would NYC consider running a train over Central Park? It would be considered madness
The train crossing one of 2 lanes of traffic as it climbs from river valley will effectively shut down traffic on the Centre St bridge
STAY UNDERGROUND AS ORIGINALLY DECIDED. IT'S A MATURE CITY'S WAY
WHAT IS THE DIFFERENTIAL COST BETWEEN THE ORIGINAL U/G TUNNEL & THE BRIDGE SOLUTION? BE OPEN, PLEASE.
<u>Stay Underground!</u> Save the park! Protect property value hence protect city's tax revenue!
Not supportive of the at grade alignment over Prince's Island Park or at 2 Street.
NO! if cost is high! Wait for when you have money! Save the park!
NO! it's bad decision to cross prince island! The loss is Irreplacable save the park
No. The above ground bridge is going to lower property value hence decrease city's revenue!
We're the innovative City with the most engineers per capita? But we can't built a tunnel?

I don't want to see a large abutment on either side of the bridge. In the median like in the NW.
<ul style="list-style-type: none"> • Safety impact to residents around the station. Feel not safe • Noise Although all measures are taken, there will be noise increase due to river crossing. • Environment Prince Island park is a so far well-protected wetland. Should strive to keep it intact • Do it right This is a permanent facility benefits the entire City. We should do it right. Cost shouldn't be an excuse at minority's sacrifice. Going to tunnel is the best & a MUST!
Suggestion Continue the north bound tunnel from 3rd Ave, to turn at Riverfront Ave, along Riverfront Ave to Central St. Continue tunnel across the river at Central St (this is the narrowest part to Cross).
Don't make the bridge stand out. Let it blend in.
ACTIVE MODES MUST BE INCLUDED WITH BRIDGE
Wait until there are funds to go underground
Use BRT only to make the connection north, and wait to do LRT right.
Periodic lighting of the bridge may be ok. But not every day.
Retail for underground stations. -> could this pay for tunnels
Is there a better plan to preserve parks - This is the best Plan now Could it be Better
NOT DESTROYING THE PARK FOREVER IS THE OPPORTUNITY
Come into Downtown by Harry Hayes Bldg. + relocate to empty offices
Get Harry Hayes to move as there is a lot of vacancy Downtown
Minimize light pollution for train on bridge. Light impacting condos and light impacting wildlife. Can the bridge be invisible? (not really invisible, but reduced visual impact)
Centre St bridge as temporary option until have \$ for tunnel
London + NYC would not put a train through Hyde park + Central park. Why on earth would Calgary put a train through our park !!!! This is crazy
MINIMIZE bridges to preserve natural beauty
Any bridge should have a cycle path & pedestrian path.
Winter waiting underground preferred to surface - can have cafes + stores underground
Go underground not above ground
Preference for a more signature like bridge like the cable stay option
Environmental improvements through reduced reliance on the automobile
Having C-train north bridge would have less environmental impact than emission, spilled oil/fuel, etc of increased cars.
save prince's island park!
include multi-use Pathway on Bridge
partner with River Run to redevelop
What other river crossings have been considered?
Riverside pedestrian corridor has been amazing (as a riverside resident) You need to keep it!
Pathway connection on Bridge are essential
Arched truss bridge in Germany really great with lighting + arch separation from peds
We will Organize society and interest groups to make it right
The original underground plan is a great opportunity to show that Calgary is a major, mature, intelligent city that has learned the best way to do this kind of project from other major cities
Don't put a bridge over the Bow at Prince's island. The bend at the east end of Prince's island is a major habitat for wildlife. And wildfowl. Please reconsider. Put it underground.
Can 2 Ave Station Move West Under Eau Claire instead
Use indicators + lights to ensure train operations know peds in wrong area
Ensure design for 2nd Ave station does not lead to bells + barriers in future due to uncontrolled crossing
Suspended bridge to have peds + cyclists underneath tracks not on same surface -> like red line
A shuttle bus could be introduced to carry people from the river to 8th ave and beyond.
if money is available for the project, do we need to do this in one "go", Lets built smart.

Option to enclose - or partially train to reduce noise + wildlife impacts
Prefer bridge to be more "invisible" w/ lighter material + smaller profile
Include pedestrian, bicycle, and scooter pathway with the bridge. Make it look good!
Consider stopping LRT at 7th Ave + wait to build rest when more planning done to do it properly - tunnel!
Build south leg to hospital and do not build north leg of 16th Ave now. Do one leg correctly!
If you want to save money, run the train further east, toward centre street
Changing a plan and consulting for less than 3 months is unfair to communities. Especially after previous 2 years consulting on old plan.
Go down the East side of Centre St over Memorial and go down by the Harry Hays
Technology is changing: - build south leg to hospital now - look at new technology for north leg! - automated trains/cars systems
- What are the opportunities for train station near (in front) of Harry Hays?
- lets do more study?
Why not go up Centre St. Bridge - no businesses or homes affected
Opportunities to enhance 2nd Street with station
the West Side of River Run Condos could be preserved
Bridge <u>MUST</u> have Ped lane, Bike lane/scooter lane?
Iconic new bridge!
Centre St or Mcleod would be better - 2nd Ave is too narrow & residential
Don't destroy P.I part -> move further east
NO BRIDGE PLEASE USE CENTRE ST. BRIDGE!
turn in to some st so more people could get on the train
Psychological barrier of having a train run through (segregate chinatown)
If you make the train and the brig you would haff to take some place down
Consider Elon Musk's "The Boring Company" - lowering tunneling costs by 90%
* Go down 1st ST SE instead of 2nd St SW. Give easier access to the <u>Harry Hays</u> building
Consider Ped facilities on Bridge
Redevelopment will be helped by 2 AVE Station
Riverwalk pathway crossing clearance + design need to be open + not too closed in
Yassss ----->
Slow down do it right! Environmental + safety concerns need to adressed to Calgarian!!
Ensure design is not too indistrial from Parkview
Cable stay bridge preferred.
Recommended - to have a booth for engagement on Prince's Island Park
Go underground on 2nd Street or move the path to 1st street or centre street.
JUST NO
GREAT CITY VISION
A HUGE opperturnity to incorporate this bridge extremely well with Prince's Island Park. I like the design. If the bridge is built properly and beautifully so it's not simply a concrete slab, I think it will be a great addition. PLUS, It's being built on the part of the park which is largely quiet anyways. Build it - just do it right!
High risk to the envionment + safety
<u>SLOW DOWN DO IT RIGHT</u>
add another lane on centre strett like on crow child
Prince's Island is jewel of Park system - Wetlands.

<ul style="list-style-type: none"> - BRT less expensive - LRT braking will be NOISY
<p>Has building the expensive part first 16th to Inglewood been considered? Bulding it correctly using the original plan is preferred. If costs are to be reduced, delay the southward expansions, and layer them in slowly in the future, using a BRT in the meantime</p>
<p>What other river crossings have been considered? And why were they rejected? More info and clarification on this would be appreciated.</p>
<p>Impact to Prince's Island Park cannot be undone. Residents & locals use the park for many activities all year long and having a train cut through the only greenspace in downtown would be a detriment</p>
<p>Too many to name here. NO OVER THE ISLAND. Regardless of current funding. Find another source. I thought calgary is supposed to be resourceful</p>
<p>Same questions. NO OVER THE ISLAND. Thank you for your time.</p>
<p>Should work with the developer @ Eau Claire to build underground station.</p>
<ul style="list-style-type: none"> - >the track s/b underground -> It will effecting a lots of residents @ Waterfront area -> The LRT station at 2nd Ave will create lots of safety issue, noise and depreciate the condo Value :
<ul style="list-style-type: none"> - There are many family living at the Waterfront and Eau Clair area. - This project will cause a lot of issues to the area -> Noise * ->property value * -> safety issue*
<p>Looks fine - my preferred bridge design is the trestle bridge viaduct option</p>
<ul style="list-style-type: none"> - Limit impact on Princes Island Park - as per my comments regarding centre street above - the bridge should tunnel into McHugh bluff on the north bank of the river and continue underground until north of McKnight BLVD.
<p>Bow River Crossing - it will disrupt the natural area of Princess Island. Geese and Birds will be displaced.</p> <p>Bow River Crossing - Cable Bridge - remember Patello Bridge in Vancouver - ice collects on cables and falls onto cars - remember bridge in Italy that collapsed in 2014 due to faulty post tension Cables.</p>
<p>The style of bridges that do not obstruct to horizon fit with the neighborhood. Having it just for Train traffic will help traffic move more efficiently and this project helps better reflect the world class city we are trying to once again become. The train will mean LESS NOISE of traffic in Eau Claire and across the RIVER.</p>
<p>design a low profile bridge (as shown in the examples) so that it will not obstuct views from Princess Island looking EAST</p> <p>Developing this transit corridor will help move more people in and out of the city CORE. There are many professionals who can help ensure construction has minimal impact on nesting land ecology during building stages. I think the long term impact would be minimal of wildlife + environment if done properly.</p>
<ul style="list-style-type: none"> - Negative impact on property value - conflict with pedestrian -> vehicle traffic - eyesore.
<p>go underground if we cannot afford <u>we wait</u></p>
<ul style="list-style-type: none"> - Noise abatement - environmental impact -> optics of wetland change - cost of property bought and demolished (eau clair, apartments) - property value for views in 108 2nd Street will take a big hit - large infrastructure casting big shadow on one of calgary's only intercity parks.
<p>Once 2nd St. was the likely choice it was pretty obvious we would need some of the land between 2nd and 1st and north of Riverfront</p>
<p>Opportunity for great design of public infrastructuer in the City!</p>

<p>Ensure the bridge doesn't cut off part of Prince's Island from the remainder. Ensure good connections between the two sides. Also, use the bridge as a conduit for the public realm and activate it -> eg public art, sports courts (like under downtown bridge in Vancouver and Gardiner in Toronto)</p>
<p>could working with Eau Claire Market - running up the middle of the parcel - void many existing properties?</p>
<p>Where the LRT 'lands' on the hill, engineering the flexibility of a future tunnel portal if in 20 years we find running on the surface was a mistake without needing to replace the bridge.</p>
<ul style="list-style-type: none"> - free \$ from federal that we won't otherwise get? - build just the North half and have contingency to build south if we have funding
<ul style="list-style-type: none"> - we are sandbagging cost estimates in order to get budget for suboptimal design - short term decision that we will regret impacts of train through park in future
<p>UNDERGROUND</p>
<p>Protect the Park! Highlight of our core being turned into an LRT? Who's idea was this? Just because it's cheaper does not mean it's right. We only have 1 chance.</p>
<p>2-3 years to build a bridge across a river... through a natural inner city wetland & park used by so many all year long. Shame on you! You need to figure out an alternative or scrap this plan</p>
<p>construction and long term effects of wetland and park. Wildlife will be negatively impacted due to cost considerations which is wrong.</p>
<ul style="list-style-type: none"> - Organize Citizens and First nations to get our opinion count - Please do it right do it underground - Build trust with citizens <p>do what you said, do it underground</p>
<ul style="list-style-type: none"> - Noise - Cheap - high maintenance solution - Cheap now expensive forever make it invest in now - cheap forever - makes downtown less attractive (gygsh) - ultimately ugly.
<p>Integrating new Bow River bridge with existing pathway infrastructure</p>
<ul style="list-style-type: none"> - Managing environmental issues (both natural environment <u>and</u> human environment) especially on east part of Princes Island Park. - Managing disruption to Princes Island, including cumulative effect w/ Jaipur Bridge replacement.
<p>If you stick with original underground plan:</p> <ul style="list-style-type: none"> - shows that we're a major city that can add important public transit options without making surrounding areas worse - less disruptive - can show off our engineering - can learn from other cities that have done this
<ul style="list-style-type: none"> - Noisy (even with dampening) - Disruptive - Destroying important natural habitat - Ugly - Devaluing expensive nearby property - Embarrassing: why can't we figure out how to do this underground?
<p>The ideal design would be a tunnel. Wait until there is sufficient funds to build a tunnel. Using a bridge is a compromise to fit the budget. I think it will be a mistake. <u>Save</u> the funds over time until there is enough for a tunnel... or does the City not know how to <u>SAVE</u> money? A bridge will be repeating the same mistakes as in the 1980s, when the existing line was built above ground on 7th Ave. Then as now the decision was made to put the tracks at surface level an meet a deadline for the 88 olympics. We have had to live with surface tracks on 7th Ave since then. Again, wait until there is enough money available and make no compromises with the design - tunnel under bow and downtown. P.S. who put the tracks on the Centre St bridge if there no possibility of building a tunnel?</p>
<p>Concerned about accesss to Prince's Island due to 2 ST Station</p>
<p>- PLACE LRT STATION EAST OF HARRY HAYS BUILDING</p>

- WHY BUILD PEACE BRIDGE AND BLOCK ACCESS WITH CURRENT ALIGNMENT
- TRAFFIC ISSUES 3AVE, 2AVE 1ST, 2ST
Waterfront property. The Bourgeoisie will still drive their cars! Therefore the transit system has limited value.
If we built Peace Bridge -> we are ruining access to it with Eau Claire Station due to increased vagrant traffic, crime, noise decline in the aesthetic value of waterfront
Properties along the waterfront were sold with the intention of an aesthetic appeal, this promise is being taken away.
Noise - Homelessness - Drugs } Too close to home
Future - rendering of bridge that's more realistic - No other great city Parks have Lrt - Don't Wreck the Park
If the line has to go above the Bow River, does it have to go on 2 St and Prince's Is?
Is it possible to cross at or adjacent to - Centre St, or east of Ctr. St?
I don't want to lose the Peace of Prince's Is.
Please go under ground & under river.
I am very much opposed to an LRT bridge over The Bow at Prince's Island. It's a major recreation area and a noisy train will seriously impact the atmosphere. Please reconsider and put it underground. Thanks.
Think of the Joni Mitchell song line of "We don't know what we've got 'til it's gone". This is a bad decision to Run a bridge thro' & above the only large-scale city park in our central core. I don't think they would ever consider such an option in Big city parks like Central Park or Hyde Park. Simple Silliness! No long-term vision!
- Prince's Island - Quiet Wildlife area - What's going to happen to the wildlife.
- Station closer to downtown - why no Tunnel North of River?
No More Prince's Island Park - the Bridge will take over - destroys natural Beauty
UNDERGROUND IS STILL THE PREFERRED OPTION
DISRESPECTFUL TO CONSIDER ABOVE GROUND - 1000'S Said NO
HOW CAN YOU NOT KNOW THE ELEVATIONS OF THE BRIDGE
MONEY IS THE WRONG PRIORITY WAIT TO DO IT RIGHT
Question -> How can we get CPS and Transit Security involved in the next sessions. Living in the outlook building, I'm very concerned about having a station right outside my home (safety)
Outlook building, perhaps parkade door timing could help ease the impact on traffic on the street. Perhaps "local access only" signage could also help.
I moved around Eau Claire to not need transit. Now I've made the investment in my home, I will receive the problems that come with a station and none of the benefit.
Living in the outlook building, I enjoy the peace of being by the park. It is a park for a mental break from the hectic nature of downtown. The sound of the train and bridge will rob us of the peace and tranquility of the park.
No train in Stanley Pk Central Pk Leave Parks alone
NOT HEARING FROM THE SENIORS - MOST IMPACTED LEAST VOICE
YOU NEED TO SPEND MORE TIME IN THE PARK
BOW RIVER, PRINCE'S ISLAND IS VALUED BY SO MANY NOT JUST CALGARIANS
PRICE OF TUNNEL IS NOT THAT MUCH MORE - CONSIDER WEATHER ICE & SNOW MAINTENANCE COSTS
PUT THE LAND ACQUISITION COSTS TOWARDS A TUNNEL - FEELS LIKE IT
Concerns about Sien Lok Park - it will be inshadowed - It is not okay to go through park.
- Should have sound/light/wildlife studies complete before bringing project forward for approval from Council
- Should go back to underground alignment
- We have one main park in downtown, and we're messing it up
-Impact to wildlife with LRT - shadowing?
- looks like you didn't do consultation because of change from original vision
-Interactionally, this is not in keeping with preservation of public space

- Did you take into account sound and light pollution
Cost saved by having bridges aren't worth the loss to the natural environment.
- Access to Parkade off of 2 ST a concern
Don't display renderings with pretty pics as it won't be that way.
- Environmental challenges not weighed enough
- Visual impact - Safety impacts
- People bought property for Prince's Island Park, should be better managed
- Congestion is already a concern, train is going to amplify this
- Safety concerns
- Wetland impact concerns, people come to this area to enjoy greenspace
- How will bridge impact the wetland - Alternatives to avoid wetland
-Most used space, train is going to have substantial impact on pedestrian flow
PARK IS OUR LEGACY FOR FUTURE GENERATIONS Please no train above ground!
Very nice bridges. But not in our natural park. Does Central Park NYC or Hyde PK, London have LRT thru?
May we please see alternate rendering, showing wind tunnel dark shadow under bridge w/crackheads not joggers. That is reality
DO NOT DESTROY OUR PARK!!!!
No Train through our park
Huge impact on Eau Claire residents No Benefit
WHY ARE WE BEING ASKED TO GIVE UP GREEN SPACE i.e Prince's Island Park to accommodate the over EXTENSION IN THE NORTH & ESPECIALLY SE BOUNDARIES OF CALGARY?
IN THE VIDEO GRAHAM EXPRESSED CONCERN ABOUT AN EMERGENCY IN THE TUNNEL. I WOULD BE MUCH MORE CONCERNED ABOUT AN EMERGENCY ON THE BRIDGE. I LIVED IN NEW YORK during 911 and was on a SUBWAY THAT WAS GOING INTO THE TRADE CENTER. WE WERE ABLE TO EXIT THE TRAIN BEFORE ABOVE LINE SUBWAYS
MORTIFIED TO SEE WET LANDS AND PART OF PRINCE'S ISLAND Potentially ruined. WHAT ABOUT MORE BUS ROUTES.
No tunnel, don't build! No Money, don't build!
Restoration of natural areas impacted during construction
Underground system would be a better long-term investment. SO COLD to wait above the ground.
SAVE THE WETLAND
Concerned about impacts to Eau Claire and that the connection is being made at all costs.
Constraints on BRIDGE CAPACITY to handle all of pedestrian, cyclists & trains
Bridge would impact natural area for residents and tourists which is imp. for Calgary
Trains over Prince's Island Park would destroy the peacefulness and natural asset of the area.
Seems like lipstick on a pig. Trying to fix something that is inherently wrong
I don't think Prince's Island Park should be impacted
I would not have bought a unit knowing the LRT station was next door. - underground meant construction but end state was ok.
What about the impact of noise on Wetlands?
Design Constraints from Federal & Provincial regulations on the bridge options
Concerns around safety for families in area with train
Crime concerns for parkades & surrounding buildings
Long-term thinking should be underground -> wait until money available
Waterloo & Ottawa train function issues with weather -> similar trains for greenline
Adding more congestion to pathway system - pinch points
Impacts to activities and the natural area. Long-term considerations & impact
Above ground aesthetics & pedr. Flow through area
LINE BETTER OFF UNDERGROUND FOR EFFICIENCY OF MOVEMENT OF PEOPLE
Save the PARK
- original concept has been compromised, no longer what the public originally supported - Pedestrian safety with above ground train. - long term vision for for recreational use.

Need more answers to outstanding issues to avoid delays like last time (tunnel VS bridge
Parkade at Waterfront & Safety
Concerned about activity of people under the bridge in the dark. (crime and drug use)
Concerned about sound and light impacts of train on the bridge.
Consider using rubber for train like Montreal to reduce noise
Mental well-being & break from "urban" in park
Please Stop the green line as it will take our park away!
Pedestrians, cars, & train sharing narrow road can be safety concern
Do not Destroy our GEM Park!
DO NOT DESTROY THIS BEAUTIFUL RESIDENTIAL PARK & COMMUNITY
It is sick that you want to put a train through our park!
Go underground not through the park.
A train would not be going through Central Park New York. Why destroy Calgary's gem with a train!!!!
Don't want to see the train from under the bridge.
We can still see the ruts in the ground from the test drilling
Very Disturbing Do not destroy our park
I want to stay in my home
Great way to ruin the Eau Claire Area
Does nothing for Community & Ruins Center Street
Noise & vibration for train on bridge
Under ground alignment preferred!!
Environmental impact of maintenance on the wetland under the bridge.
-> long term benefit is to have it go underground
School kids and families come to spend time at the park.
BIGGEST CONCERN THAT THE PROJECT WILL IMPACT PRINCE'S ISLAND PARK, WOULD BE LIKE RUNNING A PUBLIC TRANSIT PROJECT THROUGH CENTRAL PARK IN NYC
Concern about interaction between potential bridge and Prince monument in center of the island
Take the time to do the project underground when budget allows.
If you under ground it would cost more money.
Need to address vibrations to Condos
Riverwalk pathway under bridge is undesirable
TRAIN SHOULD BE PLACED AT LOCATION BEST TO PROTECT RIVER - WHERE LEAST DAMAGE CAN BE DONE ->DOWN CENTRE ST CROSS RIVER BESIDE 4 AVE BRIDGE
Need to spread congestion beyond core of downtown. Grow destination, build bridge further east lessen impact to environment and community.
Would be better to go to east Village. 2nd St already so congested.
Hope pathway can be maintained even in flood events.
CONCERN ABOUT NOISE AND VIBRATIONS AS WATERFRONT RESIDENT
CONCERN OF VIEW LOSS FROM WATERFRONT CONDOS
underground station better long term solution.
Safety from station patrons. Currently a desirable
This is outrageous. Don't destroy one of the most beautiful places in Calgary
A lot of people come to rest at the wetlands. A bridge will impact this.
Just go underground
you have depressed our property values at River Run for years with an on again off again mall, talk of Greenline, and flood mitigation - Convenient for you now to be offering market prices for properties. There are no comparable townhomes in size \$ on the Downtown Bow for River Run residents to move to. You should let River Run redevelop their property So instead of City gaining from it River Run's loss shouldn't be Future Development's -> City's Anthem, gain So much for populating the core 1 agler!
Concern on the biase of how this information is presented
Really concerned about impacts to the park with the bridge. Impacts to mental health and well being

Please think about the long-term vision & impact on the Park. The Bridge thro' a park? It will have impact on nature, esthetics, noise -- all impact the enjoyment of the only large park in the middle of our downtown core. I'd prefer to defer & focus on BRT into D/T from the North until we figure out how to tunnel it. Don't make the mistake of 7th Ave & 36 Street.
The entire Green Line Project is a waste of money. A BRT is the best option to move people.
Property value depreciation adjacent to station
The heart of Calgary is Prince's Island Park. We should keep it pristine as possible
Concern that there is negligence in not conducting adequate review of costs.
Concerned about maintenance and operations on the bridge.
Suggestion to review the number of families living in downtown with small kids
Make a decision for the long term of the City
CRIME at D.T. LRT Stations
2nd St not wide enough - should be underground
BRT is less impactful - LRT is not a good legacy unless it is done right
Okay with underground constr. - festivals affected - -parkade entry affects
YOU CAN'T GO OVER THE PARK - SPENT A FORTUNE ON CONSTRUCTED WETLAND ARGUABLY PRINCE'S ISLAND IS CENTRE OF CALGARY IT'S WHERE WEDDINGS, CYCLISTS, PEDESTRIANS, EVENTS HAPPEN
SAVE THE PARK! Let people have some quiet space in downtown
-access & circulation of traffic in Eau Claire
We cannot allow Trudeau to dictate our civic decisions by throwing money at us.
I don't want to see another bridge over the Bow River.
Introduce more renderings of the bridge from below.
- this train station will bring my condo value down
- the train would not be visually appealing no matter what you do
you would ruin Prince's Island
- Bridge may bring opportunities for homeless & other less than ideal activities
Preference to keep LRT on Centre St.
-access to peace bridge from Eau Claire, you will have a train track in between.
- train going thru a park is not good for park visitors
If you feel like you are rushing this, let's delay
Concerns about people accessing Watermark parkade after station construction
Can work to modify police schedule esp. foot patrol to keep 2nd Ave station becoming source of safety & crime concerns
-people walk to Prince's Island park. They do not need a station there
- the need for a station in Eau Claire is not supported by #'s travellers
- <u>Concern</u> - safety concern - surface station - littering - crime
- there is challenge with park being impacted by train Line
- Concern - environmental concern - park concern???? - this park is a "central" park (it's packed)
- Chinatown cannot grow, Chinatown needs people
CONSIDER LRT GOING OVER RIVER & UNDERGROUND ON CENTRE ST. - LESS IMPACT ON TRAFFIC - ALLOW TURNS & ACCESS TO BUSINESSES
Save the Park
Waterfront Parkside and others have benefitted in property value by allowing them to build w/o preserving a transportation corridor and now River Run has to go? Transfer of value Not ethical
We regret not burying 7th Ave, why are going above ground!
So no disruption for people that work downtown, but huge disruption for people that live there. So much for populating the core.
How much will this cost. How does this impact us Financially
Sound abatement for condos In Eau Claire
Concerned about pillars in wetland

It concerns me about the sound of the train on the bridge. It would be better for people at Waterfront to tunnel under the river.
<u>SAFETY</u> - concern about safety around station area
<u>NOISE!</u> Concerns from station and train coming bridge over the river.
tunnel closer to Centre Street Bridge to avoid LONG BRIDGE River is narrower there *Impact to island & park
Make it right. This is permanent.
I like having the station near Waterfront but I am concerned about the noise disturbing my daily life. Perhaps the underground could start further north so our peace is not disturbed at Waterfront
3% grade wheels only can handle that, what if the grade is more than 3%
- Could the line be moved further south?
- environmental impact of train line on prince's island park
- How are you accounting for the risk of flooding?
- why not put off the construction when funding is available to enable the tunnel
Running a bridge across Prince's Island is environmentally & esthetically a bad idea. It takes away the beauty of the island & the peaceful atmosphere for visitors.
focus on spending \$ on south communities and wait to build tunnel later
- East on Centre Street. What's the plan for the remaining four (4) lanes?
Drop may be too steep to Centre Street past Bow River.
Wait to build tunnel & north until have \$ as bus service OK now
Visual skyline view of downtown will be changed forever. Design must be considered with great care.
Will the new cars be able to use the existing Blue/Red line tracks?
There should be no impact to Prince's Island. This is donated land with building restrictions. Why hasn't this been mentioned?
Cross the river when we have the money to <u>do it right- underground</u> . Don't try to "fortune tell" the future saying that funding may not be there. Be positive. Do it well!
Would like to see rendering between abutment and 2 Avenue Station.
Interest in seeing similar residential condos as Waterfront near other low floor LRT systems. (And noise levels with that)
Concerned about wires on the bridge having a visual impact.
Preference to not have cable stay interrupt the view
Too infringing on park space (crossing river with another bridge & wake of that infrastructure)
Aestics & noise to Prince's Island park
Noise disruption if the bridge goes over the park
IF UNDER GROUND NOT POSSIBLE AT THIS POINT THEN DELAY PROJECT UNTIL ECONOMICS ARE BETTER
No No No
Please make the Jaipur Bridge <u>spectacular</u> & please build more pedestrian bridges to Prince's Island
I use the park a lot, and I'm concerned about noise levels in the park.
- if there is no money, you should wait for the \$ & build underground
To minimize the visual & environmental impact to the park & the river valley
Please check the 2002-2003 policy re: <u>Wetlands</u> (protection) approved by City Council
Try to build the Bridge close to center bridge, like Kensington red line. Less impact to the new condo Buildings and the prince's island park, the alignment is too closed to the pre-existing Building. The Bridge is over the park which is going to impact its usage.
Prince's Island Park is an urban oasis for residents of DT, those employed DT & visitors to DT. Much like Stanley Park in Vancouver, Mount Royal in Montreal or Central Park in NYC, Prince's Island Park is a refuge where one can escape to a green, tranquil setting away from the urbanized city core & de-stress and commune with nature. A bridge through the Park will destroy that feel visually. The sound of an LRT twisting & turning will destroy that peace. Do not destroy the jewel & heritage that PI Park is to YYC

LOVE HOW THE BRIDGE INTEGRATES with skyline. Less car traffic will mean less noise from centre street. Current buses are VERY VERY NOISEY & MOVEMENT UNPREDICTABLE AND NOT SAFE TO BE AROUND. LOVE PRINCES ISLAND PARK - A NICE LOOKNG BRIDGE WILL HELP ENHANCE ITS URBAN OASIS 'FEEL'
Princes Island belongs to all Calgarians
What mitigation will be put in place to protect Prince's Island & the wetlands?
Build to downtown, BRT to the NORTH.
Will Disrupt Festivals, Events, Music, Canada Day
WE NEED TO PROTECT OUR URBAN GREENSPACE - THE TRAIN WILL DESTROY IT.
the portion of the line over the bluff doesn't make sense - doesn't it go against the promise not to impact property value?
Bridge will block the view of the historic and attractive Centre Street bridge.
How did they come up with the budget for the tunnel & the bridge/on-grade station? What happens if two years later, The City says it can't afford to build the greenline based on this revised alignment???
How certain is the City about the cost of the revised re-alignment compared to the original approved tunnel approach. We need more supporting documents.
this concept seems to have come together very quickly - many of my questions could not be answered b/c things are conceptual - are we to take the city on faith?
Avoid Structure in river
If there is no budget to build this bridge/train line properly without destroying Prince's Island and Centre St., then DON'T BUILD IT!
Why are we even considering go over the river? Suggesting a ferry?
Keep it underground NO VISUAL IMPACT
Goose, Ducks, Coyotes, Wildlife have No Voice?
Trains will take away natural walking trails on hillside
Bridge through prince's island park wetlands area will ruin the best part of the park (sad face) environment under bridge could worsen. Needs attention
Another bridge over The Bow River, which is already traversed by several bridges in the area is unnecessary.
A bridge for one north station will be a huge financial burden for the GL project.
Teachers at Crescent Heights ask how students who ride to and from school on big yellow buses from a wide range of communities will be delayed by a single lane of traffic (in each direction) on Centre St
Princes Island is an Urban Oasis for 100K & Corp Workers - Keep it that way
Destruction of the ambiance of Prince's Island Park
Provide a pleasant pedestrian experience feet away for the train
Discouraging inhabitants under bridge at park level
-Why don't you wait until we have the \$ to build the tunnel? - Why settle for the bridge??
Build the bridge under the bow river.
- Level crossing is a challenge From my perspective it would be nice if it merged on centre street vs crossing over it
Prefer to avoid going over Prince's Island Park
NYC Central Park would Never have a Bridge Crossing it
I am concerned about the train being too loud
Go back to Fed & Prov. Gov'ts to seek more funding for tunnel
<- YES
THERE ARE ENOUGH WATCH DOGS AND PROFESSIONALS AT THE CITY - I TRUST CARE AND A THOUGHTFUL APPROACH WILL BE TAKING IN CONSIDERATION OF ECOLOGY AND WILDLIFE - IE NOT DOING CONSTRUCTION DURING NESTING PERIODS OR TIMES OF LOCAL MIGRATION. A TRAIN ABOVE GROUND WOULD SEEM TO HAVE LESS IMPACT ON WATERTABLE AND DISRUPTION. LETS JUST BE SURE IT'S a great Bridge one that is JUST RIGHT & not costly

I walk to work every day. The Bridge crossing will cut through my pathway, causing me to stop for a C-Train I have NO access to use 2 years of construction will require me to walk a 1/2 K out of my way to get downtown
- <u>challenge</u> : goes close to Jaipur bridge. will be a challenge.
- crime at stations
Bridge over island is a bad idea. You should go back to a tunnel!
Bike path/crossing between Eau Clair & Prince's Island
If budget is a concern then why not wait until you've the funding to go under the River.
- centre st C-train crossing will be a challenge, will need to build a supporting wall
IMPACT ON NATURAL AREA GEESE POND ETC.
A Bridge across Prince's Island reduces the walkability of the island
Don't know why we're considering this plan.
Shouldn't even be considering this. It is a joke.
If the bridge has to go here - it should be minimal profile and designed for minimal disruption to birds and wildlife
Raise crossing height over Riverwalk
Frustrated with the crossing of Prince's Island Park.
Prefer to be along / closer to Centre S to avoid park & wetland
Seems like we are giving up so much (\$\$\$, loss of park space, construction disruption) for only marginal benefit (train doesn't go very far north)
Concerned that other councilors are not here.
So few people living in the neighbourhood would Pay \$6# to use the train to go downtown. Use the money on the South line to get it the actual volume.
-Concerned about the aesthetics of the bridge as well as environmental impacts.
-> where will the business turn when they drop off riders at 16 Ave?
- would like to see bridge have less impact on environment. Fewer piers for minimal impact.
BOW RIVER Xing Bridge -> extend the width to accommodate the bike lanes on delineated between cyclists and pedestrians. * safety* *Think about the temptation to scale a trestle-style bridge and potential for vandalism/ and class divides.
Bow River Xing Temptations. Arched Truss bridge -> to scale / jump Dvorcky(spell??) Bridge *safety*. -> Concerns - cable-style bridge - potential for closure? <u>GEOTHERMAL</u> * weather maintenance *heat the whole thing so it's dry & safe ->Worth the investment for 6 months/year
PRINCE'S ISLAND IS A MAJOR ATTRACTION FOR CALGARIANS & TOURISTS DON'T WRECK IT WITH A BRIDGE WRECKS VIEWS FOR WATERFRONT - NOT FAIR FOR THEM DON'T SPEND THE \$ NOW SUGGESTION TO ASK FOR DONATIONS FROM TAX PAYERS LIKE TORONTO
INCREASED TRAFFIC CENTER ST YES! - STATION WILL TAKE UP TOO MUCH ROOM 8 - 10 AVE NOT ENOUGH WIDTH FOR TRAFFIC LRT WALKING OFF & ON + LANES & SIDEWALK + NO FENCES ON CURB SIDES - PEOPLE GET HIT ALONG LRT TO DEERFOOT TRAIL
Has building the expensive part first 16th to Inglewood been considered? Bulding it correctly using the original plan is preferred. If costs are to be reduced, delay the southward expansions, and layer them in slowly in the future, using a BRT in the meantime
ADD STATIONS 16, 32ND McKnight OR 64 AVE TO AIRPORT - T - BUSSES BOTH DIRECTIONS - LEAVE CENTER ST ALONE - USE EXISTING LRT THROUGH DOWNTOWN & SOUTH. T-BUSSES, TO ACCESS EAST & WEST - SAVE MONEY!!
Simplier bridge structure preferred that blends in better
To include pedestrian & bicycle pathways a part of the bridge design yes !!
-make <u>Less</u> impact on the green space, both princess island & centre st north
+ FOLK FESTIVAL STATION IN EAU CLAIRE! <u>EXCELLENT</u>
I like the trestle bridge.
Look at options to go underground on north river bank instead of surface on Centre Street

Opportunity to better connect Crescent Heights & the North to P.I.P. & downtown for pedestrians /cyclists, too. (See Tilikum Bridge in Portland, OR)
WHY NOT HAVE LINE EXIT CENTRE ST ON EAST SIDE AND RUN LINE UNDER CENTRE ST. BRIDGE TO EAU CLAIRE. LESS VISUAL IMPACT.
Would be great to have pedestrian / bike options on bridge as seen in the cable bridge example from Germany.
Elevate train to avoid S-lane Stopping on Centre St
-Less environmental impact if we move the"(bend)" more south -> bridge & Centre Street
Keep the bridge design simple. The less you see, the better.
Preference to realign north tie in away from the bluffs. ((Wildlife / Flickers).
Ped connection on new bridge.
I would
I prefer a bridge that does not interfere with the view
-could we still consider crossing East of Centre Street, rather than West? Landng around Harry Hays Lessens impact on the park that way.
Can train meet Centre S further south near Samas Rd/pathway crossing to avoid natural area impact
Important to keep pathway South of Crescent Rd open & not cross tracks
Would like to see more information on the bridge design.
- How will Centre Street come to "Life". 16th Ave was supposed to do that & it Failed.
The sooner construction can start, the better.
Prefer low profile bridge to leave views
Prefer to have tunnel up to 40 Avenue.
YES
Prefer more artistic bridge.
-> south of 16 Ave is a great deal. North of 16th is not good
-this is a simpler option. There are no risks, or bigger risks with this option.
- 9th Ave station is preferred
Opportunity to have integrated station w/ eau claire - would be great for area.
Will there be a free fare zone in downtown - opportunity?
If you tunnel from 2nd St to 16 Ave North, every issue we are talking about here is solved.
Make an architectural statement much like Central Library (smiley face) wellsaid!!
Imagine the views <u>FROM</u> the train !!!
Shared pathway on bridge
To include cycle & pedestrian crossing
Compensate for any green park space being taken over by the bridge structure.
Include wider platform for peds to stop & look over Princes Island
Cable stay bridge looks good & Minimizes Structures
Create a pleasant bike/pedestrian access along bridge to increase use and benefit to citizens (smiley face) LIKE
If running on surface on Centre Street, why not use the existing Centre Street Bridge as opposed to building a new bridge?
Maintain Heritage during design of bridge.
Include stairs / access from bridge to Prince's Island
-Quotes for Bridge and tunnel over/below the Bow River to make it were clear/Informative
Dedicated bike lane on Centre Street with decreased traffic lanes
MULTI-MODAL! Bikes & pedestrians please!
CONCERN FOR THE WETLANDS AT PRINCES ISLAND. IT IS A TOURIST ATTRACTION, BUT SHOWS OUR CITY GREEN SPACES
Where the bridge lands on Centre St: This could be the projects's Achilles heel if not improved upon: can we avoid the at-grade crossing?
Spires may be too tall Arched truss fits better
Ensure ped space on or under bridge

Include ped connection as part of bridge
Need to ensure Riverwalk Crossing is better than other bridge crossings that are dark & cramped
Important to maintain pathway crossing along Crescent Rd NW
Can train go under ground on north edge of river? (like Edmonton)
-> this is an opportunity to bring ppl to Eau Claire or right next to it
Would be nice to have a pathway on the new bridge. (checkmark) LIKE!
-if the bridge needs to be buildt please make it architecturally pleasing
-excited about user experience riding the LRT across the river & on the bridge <u>BOW</u>
BRIDGE DESIGN IS IMPORTANT Architecturally as it is VERY Visible throughout the River Valley
Make the bridge awe-inspiring!
Design the bridge as an art piece. Add to the landscape architecture (smiley face) LIKE
Bridge should be beautiful to reflect area - don't cheapout on bridge
I USED TO THINK UNDERGROUND WAS THE ONLY WAY TO GO - But after thinking about what I like and enjoy when I travel - this surface line with a bridge is exciting. I think it will be a huge benefit for local residents and myself who runs a business. NOW THAT THIS IS AN OPTION - I WANT TO BUY a condo on the southside in EAU CLAIRE LOVE IT!!!
I would like to see the Bow River Crossing Bridge looks like the one "Dvorecky Bridge, Prague, Czech Republic
BOW CROSSING -> It's unfortunate that the tunnel concept is off - above ground concern getting up the hill <elevated> is feasible - lets put some art into it - <It should be awesome> - that will allow vehicle traffic
INTERFACE WHEN BRIDGE GOES ON CENTRE NEEDS MORE ATTENTION LIKE WHAT'S BEEN DONE FOR 2ND
If the bridge goes ahead, it's important to me that local architecture / work is used as much as possible. I would also hope it is put to a public vote. It's important that those of us who live here and see it every day have a real say in what is chosen
I like what I see in terms of treatment under the bridge at Eau Claire. It's modern but also fits in with the natural environment which is important. And it is low profile as well.
BRIDGE From what I've seen so far, I prefer something less visually intrusive such as a low trestle bridge
THE LANDING AREA ON THE SOUTH END OF THE BRIDGE APPEARS TO INTERGRATE WELL WITH THE COMMUNITY AND ADDS POSITIVELY TO PUBLIC USE. THERE IS LOTS OF ROOM FOR CYCLISTS, PEDESTRIANS & FAMILIES TO HANG OUT. I LOVE HOW THIS BRIDGE WILL CONNECT THE NORTHSIDE OF THE CITY TO THE SOUTH. AND HELPS DRAMATICALLY INCREASE THE POSSIBLITY OF HAVING A STATION AT 9th AVE N
Giving the directly affected people a real say in the bridge design is very important. After all the past issues with public art etc. this would help restore confidence.
SH. A BRIDGE OVER THE BOW IS A COST EFFICIENT SOLUTION does not put it AT RISK OF costly repairs - post floods and provides the opportunity to have a 9th Street Station
- use vacant property that are plenty to develop for art projects - Built in heaters at the train station. - Look at Subway Stations where the area is integrated in the community.
-> Will bus stops change? #2/#3/301 We need to keep the bus stops in front of businesses -> Don't think there is enough room on the road for trains and traffic. -> Run out of money before you even get across the river.
Revitalization of Center Street
The impact of the LRT being above ground on vehicle traffic on both commuters and residents is huge and primarily negative. The budget restrictions preventing the previously approved below ground route should be reconsidered. A 10% increase in budget, or even more, to re-enable this option is well worth The benefits mitigate impacts over the many decades the line will be in use.
I do not want to see an additional bridge over the river - we have plenty of bridges already, and one at Centre St. So we should try to do this with an existing bridge. If Centre St. Bridge can't take the train, then the better plan would be to take the train down 16th, meet up with the line at SAIT/ Jubilee and cross over the existing bridge.

Keep your promise to build the tunnel two years ago. We don't want the bridge. No money, don't build the bridge. Stop the project
Keep it Underground listen to your people
-to include pedestrian & bicycle access on the river crossing
- to mitigate visual, environmental impact to river valley & park
I prefer the low profile, minimal trestle style, the cable bridge looks nice but I am concerned about birds & bats flying into the cables at dawn & dusk particularly. To light it up might look nice but it is also light pollution.
-Impacts on birds & wildlife - concerned about geotechnical challenges of building on the bluff - stability, erosion, etc. - McHugh Bluff is a great natural area with paths & native vegetation - hate to see that disrupted - Aesthetics of the bridge and noise for people enjoying the parks and pathways
I want to against this project. This project won't make money and will make more debt. Even to build the bridge over the river will destroy the wetland and the Prince Island park. I don't see we really need to have this train, no use. no good at all!!
Dear Councillors Please, Please listen to your people. Say NO and STOP build the bridge over Prince Island Park, it will destroy the Park and Wet land. Also no one want to live beside the C Train track. It's too close to the Residents Many, Many Thanks. Eau Claire Residents
-> If a new bridge <u>must</u> be constructed, minimizing impact on the environment must be the priority! -> Why not <u>wait</u> until we can afford the best possible option? Which, I understood, was a <u>tunnel!</u> -> More BRT.
-> What irreversible environmental impacts are the result of yet another bridge over the River? -> Impact on bicycling? I have not seen any part of this plan that takes into account the increasing number of cyclers in Calgary.
How will the bridge affect wildlife in the park and river?
Yes! Helps with parking during special events at Princes' Island Park. Will make it better for local residents during those times.
Love how the low profile bridge fits into PI park. Does not impede views. Train will help get people into core and help people enjoy the park without creating congestion.

Downtown (Online)

The ground c train will block my entrance to my condo along the 2nd street.
Words cannot describe - horrible!
Lets put a 40 ton train outside council's children's bedroom window every 20 mins-day and night. Its child abuse clear and simple! Tunnel it
Okay, this whole segment looks like a mess. It would probably be better using 1st or Centre St for the downtown alignment.
This is a tragedy. The tunnel option was the best for everyone. Now he train will be slower, more disruptive, and damaging to the community
With cars leaving parkades (Waterfront & Eau Claire) during rush hour, 2nd St is already gridlocked. The train would make this so much worse
Put the train on 1st St SE, where there aren't people living at ground level on either side of the road and there isn't a wetland to destroy
A train down 1st st SE would increase accessibility to important public services in the Harry Hays building.
The tunnel was approved in 2017 because it's the best solution. If we don't have the funds to do it properly then don't do it at all.
Importance fo the Prince's Island Wetland - https://www.calgary.ca/CSPS/Parks/Pages/Locations/Downtown-parks/Princes-Island-Park.aspx

The wetland purifies river water and buffers against floods, don't disrupt it - https://albertawilderness.ca/issues/wildwater/wetlands/
It's an imposing implementation. If it's going to be done, it's integration into the area has to be complementary, rather than dividing.
Everyone know this unreasonably expensive project hurts citizens but benefits politicians. So sad. Corrupt City hall.
Go underground or don't do it! Don't be limited by near-sighted political cycle. The expandability sounds self-deluding talk of politician
Crescent heights needs to Integrate LRT infrastructure with adjacent development and public realm
Change the alignment to 1st St SW where people don't live there and that area can potentially be redeveloped
Close second street to cars, make the portal a public space, there is no need for cars on that street.
Currently no cycling facilities into east end of downtown between 4th St SE & 5th St SW. Consider cycle tracks along 2nd Street SW.
The City's front page Herald picture shows the River Walk homes, yet City intends to destroy those homes. City's false info is unethical.
The North alignment doesn't help the North. The \$5B cost makes no sense. Please politicians - do what's best for Calgary and stop North plan
2st surface station will lower property values and destroy the "premium" Eau Claire land value by increasing traffic and noise in the area.
How can a station be that close to the Waterfront apartments without violating noise bylaws? Residents have the right not to be disturbed.
no above ground station on 2ave sw, drastically reduce the property values and hence, decrease the City's tax revenue. especially now.
no above ground stn on 2ave sw, destroy property value, unreasonable noise, increase traffic. move the stn East on 1 ave SE
The City propaganda in support of the train is vile. Please present information fairly - benefits and harm. The train north is harmful.
I like it. Well integrated to the landscape and 2 ST is a with little traffic and interest anyways, aside from some crummy parking lots.
Who on earth thinks Eau Claire is a "premium market" anymore. It's a dead mall. Ripe for redevelopment and LRT at the door will help
Pictures of completed train in the summer with everyone happy. Pictures of current roads taken in winter with few people. City bias is awful
With the global recession coming, this project is far too expensive. Just build south for now.
City materials discuss the best way to build the train but don't discuss whether building the train will help or harm more citizens. Biased.
What happens when the train is eventually expanded to 4 cars? There will be little room to expand in the future.
Unbelievable that the map shows line going right thru Eau claire townhouses. 2 St station unnecessary. Dont destroy island and eau claire.
If think 2nd is "never used"; I invite you to come visit during the rush hours. An above ground station will compound the issue.

Downtown (In-person)

I have a vested interest in the waterfront building. I am concerned how the street level station will affect the value of the property. Not to mention all the noise, dust, etc during construction. In my opinion, it is not the best idea to run the train over Princess Island Park. Why can't the train run further east away from the park?
Have the tracks towards the east
- Keep it Underground on 2nd St and Prince's Island, and Bow River Crossing - You can't just go and demolish River Run houses for your Benefit!

- Noises, Vibrations, - Unwanted traffic, <u>crime</u> , We moved to Prince's Island because it's a quiet area!!!
- The Eco-system of the park will definitely change! How many bridges we need? - Additional Unwanted Noise - Quality of life & community around the park will be adversely affected. - Too much traffic.
If City has no funds for proper project - WAIT !!!
- Park is very sensitive area to accommodate such a development. No long term studies how this will impact wild life - It surely will negatively affect wetlands, wild life, & park visitors! - I don't think cutting costs to avoid doing it underground justify longer term enviromental effects
- Riverwalk home will be demolished, even partly is absurd - 2nd street is too narrow to accommodate a train - Neighbourhood prices will be negatively affected. People didn't purchase those so City can come in and turn this quite area upside down <u>Bottom line</u> : take it underground!
Make a walkable, inviting space for pedestrians
Portal opportunity Look at SAIT where it has a beautiful glass structure around it
Concerns about traffic and collisions in eau claire
Safety: security of riders in under-ground stations ??
- 2nd St is too narrow for train accomodation - Track will bring unwanted noise to residents @ 2nd. Street - Wetlands will definitely be disturbed -> Take it <u>underground!</u>
Ensure safe pedestrian crossings
2nd St is an important N/S cycling route through downtown. Please include cyclists in your design consideration (including making biking alongside + to/from the train appealing/possible)
2nd is a great cycling corridor now. Since cars have to be 1.5m from bikes, you may find cyclists riding onto the sidewalk or having other conflicts with cars.
It's very important to effectively plan so that the environment and bird species are not impacted around Prince's Island
Garbage removal at Waterfront. Now the condo board has arranged to pull garbage bins out to 2nd. When the road is narrowed it will not be possible to do this. How will waterfront get their garbage and recycling removed
I didn't move into the condo to have a train right out the door
Already busy - traffic - festivals
Concern about crime near 2 Ave Station
concern about wetlands + parks
Safety -> centre street separates safe (N) from unsafe (E) -> adding train station extends unsafe zone
Garbage collection on 2nd Street needs to be accounted for. Don't want to force garbage trucks + traffic to Waterfront
2 Ave goes through residential neighborhood
interested in impacts to future Eau Claire market development
noise
feels like the line could act as a symbolic barrier between Chinese community and "elites" (eau claire)
2 ave station is unnecessary when 7 ave is so close
loss of privacy
Concern portal will be a barrier between Eau Claire and Chinatown
I want the city to look at the different options -> example of Vancouver Waterfront -> there's even more space at 1 St SE -> would fit in better there
Do it right or don't do it
Quick turn-around on dropping the tunnel moving to Surface feels disrespectful

Concern about utility and waste access to waterfront
can the junction of the parkway @ curce @ south end of Prince's Island be feasibly built (i.e. pathway users, what about during floods?)
Concerned about noise at the 2 Avenue Station. I want it to stay quiet
Don't want area to get more complicated
Destroys Prince's Island Park, which is used by <u>all</u> calgarians
Concern that the portal will include protection (e.g. not level with sidewalk)
-East - West migration is constrained (limited to controlled intersections)
safety concerns with eau claire station - crime
anti-social behavior
hard to access eau claire and chinatown for local residents and visitors
DOWNTOWN TRAFFIC WILL BE "ZERO" ONLY 1 LANE FROM CENTER ST.
WHY RUSH? THINK ABOUT LONG TERM
DON'T BUILD IT YET IF YOU DON'T HAVE THE MONEY
Scooter + bicycles on sidewalk on 2 street - redirect off 2 street
previous routing studies - are they publicly available?
Eau Claire station is not needed by residents or business
are we doing the right thing by building above ground or just doing it that way because it's cheaper
should build tunnel under the river -> that area is our legacy
Wish it was still underground
Uncertainty is hard for residents who live adjacent
Cycling interactions on 2nd in front of Waterfront. Pinch point is safety risk.
ecology in the park -> during + after construction
litter
Concern about social disorder and adjacent to waterfront.
2nd street is already too narrow
- lots of condos right near where it would run
- noise
- vibration
- will interrupt people's ability to sleep
safety -> low floor -> will put bells/gates/barriers -> will interfere with events downtown
spent 2 years doing studies -> engineering reports -> underground tunnel was best
supportive if underground because no impact to traffic & roadway
- concern about Centre St business to survive w/o cars
- specific concern w access to Waterfront Dev't. - too many cars getting out of parkagde w 2nd St lane reduction
Concern about impact to PIP enjoyment of park - peacefulness of pathway
noise is big concern - impact on mental health
- look to screen mews to train
Centre St will be a gong show -> won't revitalize the area (e.g. kerby/33 ave)
How are events going to be handled in eau claire area in particular canada day
what happens to the mews road - is there a requirement by development or city
does the waste + recycling truck have space to turn around for waterfront?
safety issues around trying to fit in too many modes into too small a space on 2nd street
DT/Centre St - don't feel GL is good investment - not needed because no boom
- investment is leaving - no ridership on Centre @ 16 ave going downtown
- Concern about traffic impact @ Eau Claire \$ Centre St.
-> what is impact on downtown mobility & Centre - where will traffic go?
- BRT already doing job. Don't need GL
go back to original plan, put it out to international competition. Get cheaper bids that way. Chinese companies do much bigger projects cheaper and faster. Save money, reinvest in downtown!
Concern about noise impact to Waterfront Condo - impact to residents' mental health

best to stop at 7 ave. North to 16 ave doesn't help everyone - design of above ground station not good for winter
concerned about need for 2 avenue station. No employment adjacent for several blocks.
noise issues @ waterfront - train frequency - potential mental health issues associated w/ noise
can west portion of river run be maintained? - alternative access -emergency access
Use the Chinatown Cultural Plan engagement to help inform cultural elements & design
Love the High Line (NY) idea for the portal !!!
Consider social capital + ROI that could be lost at River (enjoyment of river)
Why not take bridge directly across and into the bluff (not s-curve)?
A good idea to connect Eau Claire and Inglewood communities to the downtown flow
Need to know - how can people access platform? J-walk or controlled crossings.
Why not elevated on 1st St SE.
Can the station be integrated into Eau Claire
Will there be any "free zone" on the Green Line? (like the 7th Ave free zone)
need to consider how existing Chinatown business customers will interact with the line. There is no train from Edgemont.
Integration of chinese cultural elements into portal and station "Fung Shui"
Downtown tunnel to 2 Av or to the River (terminus) If there was greater assuruty that it is impossible to build tunnel, then fine, but don't asume we can't
Re: Running trains on ground on 2nd Street and building a bridge over Prince's Island Park are an unacceptable plan Trains running on such a narrow 2nd Street cause too much noise to affect the daily life and health of residents in that area as the trains are too close to the condos. Also three parkade entrances are on this narrow street. It is danger to all parties using the same road if trains run on it too. Building a bridge over Prince's Island Park ruin the park. City of Calgary spent lot of tax payers' money to build a park, wet land and river walk for calgarian family to have a safe place to relax and enjoy outdoor activities e.g. Music Festival, Canada Day, running, jogging, cycling, picnicking, dog walking etc. A noisy train running above the park and on the riverwalk will affect the activities and will also make it danger for people using the park and riverwalk. It is also a bad idea to build a tunnel entrance so close to Bow River. In case of flooding, of course we do not want to see it again, it would cause a huge expense to clean up the tunnel. I think there must be a way to <u>preserve the park and at the same time to build the north bound Green Line</u> . Keeping the original plan to have the trains running underground is one of the options. The revised plan with the train running on a narrow 2nd Street and with a bridge running over the park is totally unacceptable. I would recommend building the south bound Green Line up to 7 Avenue only during Phase 1 and redesign the route to north bound after adequate consultation with stakeholders. Green Line must be built in THE RIGHT WAY right at the beginning. If funding is the issue, please wait when we have the resources to do so. There is no rush to build Green Line from 7th Avenue to 16th Avenue N at the present stage as no one will benefit from it. It will only cause traffic congestion, safety issues,etc. for everyone using Centre Street to go to and from downtown. [name removed]
a beautiful, important people space at the 2nd St Station if landscape architecture is given and adequate budget to design an amazing public realm.
preserving the river pathway's ambiance Prince's Island Park as a quiet retreat reducing vehicular (train) noise + vibration making the river valley a destination for all Calgarians preserving the wetlands for thousands and thousands of birds (migratory + others) who fly in and around the entire area from 3 Ave SW to the Bow River and from 2 St Sw - to Jaipur Bridge + beyond
There will be lots of homeless hanging around at/near Waterfront if the station is right there. Please move the station - Security issue

Bad fengshui for residents' homes to be facing the C-train. Who wants to see a train when they look out the window?
Move the station away from Waterfront Condos
The train station at Eau Claire Waterfront buildings should be eliminated completely as it disturbs residents + natural habitat - noise pollution
Residents at Waterfront will have a tough time driving out from the three underground parkades. The train station outside of Waterfront should be eliminated - traffic jams - connect LRT from N to Downtown - new calgary symbol if well design
- wildlife (hit by LRT, impact on fish/water quality) - impact on waterfront resident & its value - noise/light pollution
7th Ave Station should extend South of 7th Ave to connect better with the east bound red and blue line platform. But it would all be better for the downtown and Beltline section to run above grade. See Vancouver.
2. If North Green Line is still built, I would like to the downtown section to go along 1st SE, instead of 2nd St SW, and adapt elevated format, instead of underground format.
Concerned about 2 Ave Station impact to Residential + Eau Claire
Wouldn't put over Central Park, Stanley Park, Hyde Park Why Princes Island park?
Loss of parkland, -> most Beautiful parkland Visually unattractive train
Lack of consistency in overall approach to City development. Spawl + densification impacts everyone
Noise & Loitering in front of residential
Lack of respect for Eau Claire. Decision makers don't understand what it's like for people who live here.
Concerned about noise from the train.
False advertising to show depictions with Eau Claire market being gone. Very deceptive!!
Please don't Demo my house. RiverRun
Street level concerns on Waterfront. Timtims w/ business owners.
Retracting from original underground LRT line at 2nd street. Decision
After seeing what happened with 17th Ave SW I am skeptical about claims to improve sidewalk amenities The reason I was told was that they ran out of \$ \$ \$
CONCERN ABOUT DRUG ACTIVITY ON 2 AVE STATION
Concern about redevelopment not occurring at Eau Claire Market. - Move station either further west or underground to limit noise and vibration to Waterfront residents.
How will train noise impact sleeping for residents
How big will elevators be.
Two-way traffic at Waterfront Mews now. Expect it will be used for public access.
Don't ruin the park! What about impact to traffic re: Centre Street?
Concerned about single northbound lane on 2 Street SW
MAJOR CONCERNS ABOUT NOISE AT 2nd ST
Concerned about divide between Chinatown to Eau Claire
Save the wetlands and the views of the river! - Claiming that the LRT station will improve sidewalk amenities seems disingenuous. If the municap government was really concerned with street life in the area they could do renovations without putting down an LRT station.
- was more effective to use 2nd st - 1st ST has utilities - too expensive to tunnel /trench to get onto CS Bridge
Can we start the curve to go across the Bow earlier?
Concerned about impact to parking on 2 Street SW

Save the park.
Don't put a train in our park.
Concerned about issues in Ottawa and Waterloo. At-grade trains in winter.
don't impact the island park
Feels like decision makers don't consider the little people
- impact on riverwalk and prince's island park
DESTRUCTION OF PARK IS TERRIBLE
- waterfront / riverfront condos facing train line and abutment
Traffic concerns for riverfront.
Traffic concerns on 2nd + 3rd E/W flow.
Concern about Sound impacts of adjacent/waterfront residents.
SAVE our beloved Prince's Island park, the wetland And the green space.
Concerned that we are not going underground, and not prioritizing the long term like other major cities.
What about Eau Claire Market?
Challenge
Increase In Crime In THE AREA BY INTRODUCING A Station At 2 Avenue
CONSIDER ENGAGING BORING COMPANY TO REDUCE COST ON TUNNEL
Concerned that the project won't go forward at all.
If the decision lies with council they need to be here to hear that.
With our economy it's hard to tell when the Eau Claire development, I'm concerned about it becoming an unfinished development. And how will it impact the already struggling retail businesses
Don't want to look at an LRT. Concerned about noise as well
Direct feedback forms. -> To Council
Devastating! The people being bought out won't be impacted because they will be gone.
Won't be used by local residents. No one wants to go up Centre Street.
Concern about the impact to the pedestrian experience
Destruction/environmental impacts of Wetlands in Prince's Island Park.
Noise/Security & Safety @ 2nd Ave Station.
- During construction, what impacts? Supports? To businesses along C. Street
- Parking/traffic
- how are we managing this?
- how will it be communicated?
- What is construction time frame?
I would prefer to have the train further east. Around the island, everyone comes there because of environment, nature and quiet. It would not be too far to walk a couple of extra blocks if it is further east.
- concern about vibration, safety impacts - increase in crime @ downtown station.
- concern about impacts to traffic ~ how will GL reduce traffic in the area or make current traffic jams worse.
- impact to Canada Day Fireworks from Centre St bridge? (transit user)
SAFETY + SECURITY @ STATION
Concerned about noise and vibration at 2 str station.
Wait for funding and better economy to be able to do this better
concern for increased safety and crime
keep alignment underground
don't impact wetlands
mixed values w/ wanting to be environmentally conscience, while impacting wetlands
The people in this area (Eau Claire) come here to unwind and relax. This is the only real green space in the inner city. I know you say you can make it good, there is no undo button once you start building. I really want to express how important it is to take it seriously
Ultimately. You need to consider that no matter how hard you try to make this good, it will be diminished once you build. Doing this will take away from one of the major selling features in an area we are trying to attract people to

How Many Pedestrians Will Be Killed Due To Surface Level LRT? It's A Small Price (10% More To Budget) To Pay for ALL underground LRT vs Pedestrian DEATHS. IF Budget NEEDS to be constrained then reduce LENGTH of LRT
Why did we do so much work on the old alignment only to throw it out?
Concern that council is now being presented with a single option, not choices.
Concerned about the whole Eau Claire impact with River Run, Waterfront, and Eau Claire Market.
Unsure what's going to happen at 2 Street. Seems like it shouldn't be there. Like a bait and switch.
I don't think it makes sense to built to 16 Avenue as part of Stage 1
It's frustrating that the plan was changed for residents in the area within 3 months (after 3 or 4 years of consultation)
Disagree with change in going above ground instead of under ground. Don't want this bridge to be here. Negative impact to Prince's Island Park.
Frustration with previous process that was not followed through on.
Punch a hole inside of Hill go under Centre ST
Short term cost savings of not going underground on Centre St. will be offset by long term costs of surface train (safety and other conflict)
It is nice to have Stn at Eau Claire Market!
At grade (surface) constrains bridge and Access
PARK SHOULD BE SAVED
SHORT TERM THINKING NOT TO BE UNDERGROUND
Concerns on traffic congestion - need 2 lanes for cars in each direct.
IF LRT IS ON Centre St DO NOT BUILD PAST 7th Ave (Phase 1)
Stations in this winter city need to be enclosed + heated
Seems like the project should not move forward. Property values dropping, and a burden to those who live nearby.
People buy into the riverfront area for the greenspace & quietness of the area. The Eau Claire condos are a known to have a premium in the inner core due to it's proximity the greenspace. Has there been proper thoughts to the impact on property value and general quality of life for the residents living in this area? Please consider this.
(1) Peace, quiet and safety of <u>thousands of residents</u> at Waterfront should be considered seriously. (2) Why the Greater Prince's Island Park is attractive? Because it is natural and quiet. Protect it! and protect wetland too, it is Calgary's Lung!!!
205 Riverfront It seems to me the re-zoning in this area is trying to include us with Chinatown next to the Cultural Centre. I am so concerned that the train will cut us from Eau Claire and officially make us Chinatown. I am convinced there is corruption in this. Who Is getting the kickback, why else would they do this through such a high value area. Even with all the pretty things you can add on, the constant rumbling of a train will make the most beautiful area feel like a slum. In every other case we build in areas with more right of way.
it's a neighborhood with a lot of history. Now all that remains of what it was is the barley Mill. Now all these new people are coming in without understanding the history. The City really needs to take care to acknowledge these things. I am so concerned that we are letting go of this history. A train will destroy it.
This project will interfere with the highest property values in the city. Meanwhile the values are lower in the east - why not build there? Furthermore we can do this in a recession
I'm a member of the YMCA and I won't even be able to get there easily. Additionally, we already work hard to keep crime away. This is going to make it so much worse. Look at the central library: such a beautiful place but with so much crime around the station.
The block with Waterfront and 205 Riverfront will be put on the wrong, low-value side of the tracks. Don't build this now in hard times and especially in a place where people pay a lot to be by a beautiful natural area. It would be so much easier two blocks to the east.

Noise + vibration - move further west? - move away from residential
Temporary parking - moving - taxi - emergency vehicles - How will this work on 2st @ WATERFRONT if only 2 lanes
VOLUME OF PEOPLE + TRAFFIC - access to Waterfront Parkade - how will this be managed?
Limited access from garage of Waterfront Parking lot users
Need to convey the other alignments that were explored, and why they do or don't work
What about businesses access Parking is already limited How long will construction be?
Why 2nd Street?
smaller lanes & access for cars on <u>2nd</u> .
Destruction of the city's prized greenspace for cost saving measures. Increased noise & traffic for local residents
Police statistics show that LRT stations attract crime. I don't want that across the street from my home.
Concern that station experience will be like 7th avenue. Crime, etc.
Property value concerns. - 2nd Street line will make <u>unbearable</u> noise and vibrations for apartment dwellers at Waterfront -> Despite claims of "quieter" low floor trains, it's still tons of metal moving at high speeds on metal rails. It will still be loud and grating.
Push Back April 23 date to get informed Feedback Summer Park users.
Noise for Residents at Waterfront
Obstruction of light & view for Waterfront Residents
SECURITY AROUND THE STATION AT NIGHT (DOWNTOWN STATIONS AREN'T GREAT IN GENERAL)
Very disappointed that city would Propose an above ground Bridge to go through Princes Island! safety of crossing is a concern for Pedestrians. Especially with Prince's Island
I prefer the project how it was before. Don't like the delays
Better rendering of the line and layout.
BRT would be a more cost-effective solution. Please don't destroy 2nd St and Prince's Island to build this deeply flawed, overpriced LRT
Concerned about drug activity by the station. Makes me feel unsafe. - Will the feedback from this engagement session actually be used or has the decision already been made and this session was solely for PR purposes?
Don't rush this decision, extend the time to engage all Calgarians on this decision, and do a whole review of previous studies to ensure the project is done right.
Winter City - plan to spend less on station will be a problem. We need enclosed heated stations.
Above ground station will have adverse impact on property value in the area. Residents purchased property at a <u>premium</u> to live near the riverwalk & Prince's Island Park. This project will ruin the premium qualities of this area: proximity to greenspace and the beauty of downtown Calgary, Quietness & peacefulness of area, due to less traffic
- move the line further west or underground to avoid disrupting residential life - end the Greenline before entering downtown
- I'm a Waterfront Tower B resident. My 3rd floor condo would directly face the 2nd Street LRT station. I'm every concerned about: - Noise and vibration from the train - "Less noise" from the low-floor LRT is not the same as no noise.

<p>There's also other noise like the door closing bells.</p> <ul style="list-style-type: none"> - LRT stations have a tendency to attract crime and vagrancy. - The above factors will destroy property values. This is my primary residence
<ul style="list-style-type: none"> - Where's the budget for this project coming from? Will I have to deal with years of delayed ongoing construction? - Will our input actually make a difference or is this just making a show of engaging the public
<p>Greenline can connect people to business. So put it where businesses are, not where people are</p>
<p>The park (Prince's Island Park) will be impacted if the bridge is built there.</p> <p>Build in stages when you have the money.</p> <p>Keep it underground.</p> <p>The people who already live in downtown will not take the train. Why are you putting the train next to them.</p>
<ul style="list-style-type: none"> - You want downtown to grow? Keep it underground, away from <u>homes!</u> - Why over ground right where people live?? - Living next to a train is bad plan for communities, mental health etc. - It will divide the community - It destroys people <u>homes</u> and wildlife.... why would a city do that.
<p>I live in Waterfront 108</p>
<ol style="list-style-type: none"> 1. Get advantage of citizen's tax 2. Green Line is unnecessary to build. 3. Using citizen's taxes to build, it's unfair. Should give more benefits to seniors instead of taking from us. 4. Deduct property tax 5. buses are enough for transport 6. should be careful to use the government funding.
<ul style="list-style-type: none"> - Noise + traffic from station - Upset that the plan has changed. - I'm against it. Don't want it right in front of my building. - Parkside resident
<p>OPPORTUNITY RIVER RUN CONDO'S COULD WE PRESERVE THE WEST SIDE OF THE COMPLEX TO KEEP UNITS IN PLACE?</p>
<p>OPPORTUNITY RIVER RUN POTENTIAL TO ALLOW FOR REDEVELOPMENT OF THE RIVER RUN COMPLEX OR PARTICIPATE IN REDEVELOPMENT.</p>
<p>OPPORTUNITY CONSIDER THE IMPACT OF DESIGN AND DECISIONS ON/FOR FUTURE YEARS</p> <p>- DON'T</p>
<p>How will we address access to Parkside at Waterfront in by better configuring the turnaround</p>
<p>It would be helpful to know the distance between parkside and the platform on 2 Ave.</p>
<p>Airport connection would be a far better use of limited funds</p>
<ul style="list-style-type: none"> - still exploring options - lots of possibility in Eau Claire Market
<p>PREFERENCE FOR ABOVE GROUND TRAIN -> THE CITY SHOULD DO STUDIES ABOUT THE PSYCHOLOGY OF RIDING THE TRAIN - EXAMPLE TRAFFIC CONTROL ON ELBOW DRIVE - STOP PRIORITIZING CARS</p>
<p>STATION ADDRESSES WOULD BE USEFUL</p>
<p>Save the PARK</p>
<p>Move Eau Claire Station as far West as possible</p>
<ul style="list-style-type: none"> - possible Station integration into the Eau Claire Market redevelopment
<p>Airport connection is critical</p>
<p>Love it Build please - more transit in YYC is a great idea to move people around - South needs LRT</p>
<p>REALIGN TO GO UP CENTRE ST, SO NO IMPACT TO RESIDENTS</p>
<p>STOP LRT AT DOWNTOWN, RUN BUSES THROUGH DOWNTOWN AND TO THE NORTH.</p>
<p>Free fare to 16th Ave to be great alternate to encourage use & bring people to Markets</p>
<p>#save princes island park</p>
<p>Think about what is next in terms of technology. Not just trains.</p>

- downtown 2 AV Station will help revitalize Eau Claire Market - make it easier for people get there & life there with more amenities - Access all over the city will be more convenient for transit users & people who live downtown - Will bring more people downtown.
New LRT should be much Quieter than current Fleet
- Why aren't we using CS Bridge - Bridge would require upgrades - Too difficult to get to belt line - too expensive
- using this time to learn & understand local businesses - want to inform businesses appropriately
- We are developing business support program - we want a better understanding from businesses
- WHY DO BUSES ALL LEAVE STATION TOGETHER VS BEING SPREAD OUT EVENLY - OFFSET BUSES THAT serve Similar Areas
GO BACK TO UNDERGROUND LRT LINE TO REDUCE COMMUNITY & ENVIRONMENT IMPACT
Desire for 2 Avenue station to move south of Waterfront Avenue
CAN ALIGNMENT GO UP TO CENTRE ST?
THUMBS UP TO REVITALIZING 2 ST!
ALIGNMENT TO GO UP TO CENTRE ST
AIRPORT CONNECTION IS CRITICAL TO CALGARY
Improve retail and pedestrian experience along 2nd Street
DON'T DESTROY THE PARK!!
Did you consider the impact on natural habitat in Prince's Island Park?
WE CAN BUILD PIPELINES BUT WE CAN'T BUILD A TUNNEL UNDER A RIVER TO SAVE OUR INNER CITY PARK! SAVE OUR PARK!
End greenline at City Hall. Use BRT to serve the north end.
No above ground from Eau Claire to Memorial Please. We have a nice Park and this above ground Bridge across the Bow is NOT good!
Should revisit entire project with changes proposed. Not just a band aid solution here.
Suggestion to extend tunnel to the north, but not from 16 Avenue.
Pick either north or south. Don't try to do both.
My preference is to just build all the way to the south east (hospital) and use a different technology north of the Bow River (or when funding to go north of 16 Ave.)
Don't like the idea of a bridge over Prince's Island Park.
I am very upset that previously underground way approved. However after I bought my condo at Parkside West, this changed. I feel tricked. Now I am worried about constant noise and destruction of the environment.
If I were a resident of River Run I would be very upset for being forced to sell my home.
At Waterfront our renters mostly work downtown. They are not renters visiting from other places. This train won't be used by our renters and it will likely deter future renters.
I am concerned that more crime will be around the station. For example, more people will be around to follow cars into the parkade and break in.
I am a resident and I have invested in a few units in Waterfront. I am worried about the crime and deviant characters that will come with the train. With the added noise as well It will take away from the peaceful environment and drive down the value.
We are over 65. We invested in properties at Waterfront for our retirement. We count on the rental income from our investment - what will happen to us if we can't get renters now.
What will the impact on Edmonton Trail look like with Centre St down to two lanes? I worry about traffic cutting through our neighbourhood and my kids walk to Stanley Jones Elementary 8th Ave is also already getting very busy.
How high will the station be @ 2nd Ave SW / adjacent condos - what will their view be.
Need data on noise & vibration (decibel level)
Are you looking at Station design in Tokyo? <Stations stacked and Stop @the same place>
Concerned about noise at Waterfront Condos.
Traffic congestion on Centre St. and 2nd ST AREA
PARKING @ SURFACE SECTION IN EAU CLAIR
SUFFICIENT CAPACITY FOR 7 AVE STATION

Process Challenges: - Greenline team has arbitrary limitations that needs to be challenged. Why can't they engage with industry to gauge cost tolerances. Why can't they go back to the Fed & Prov levels to obtain more funding to do a proper tunnel.
I work at CH HS a good portion of the kids get bussed in from N of 64th - Those kids are already late! This alignment will also impact the school and the community. It seems that the GIL team and Council are not taking into consideration these impacts.
-> If it goes in as planned, concerns about loss of property value - present and future - options that seems that Council doesn't care - esp about the 100 ppl impacted by this alignment.
I just wanted to retire and now I don't think I can! <due to decline in property value w/ GL>
RIDERSHIP IN 2nd ST AREA. MOST YOUNG PROFESSIONALS PREFERRED TO WALK TO DOWNTOWN - CURRENT OLDER RESIDENCE HAVE LIMITED USE OF LRT.
CREATE TRAFFIC JAM NEAR CHINATOWN CAN HURT CURRENT BUSINESS.
Bridge across river will impact the beautiful River.
Need real data to the noise & vibration impact to the properties in the surrounding areas.
illustrations of stations before location and real concerns determined. Concepts OK but then folks expectations are planted.
Neighbourhood safety concerns. ACAD and SAIT had female safety and person property problems once train station arrived.
Potential legal actions from property owners for compensation.
Bridge across island is a dumb idea. Let the island remain peaceful & attractive. Build tunnel
Concerns over littering & crime.
Need to consider traffic congestion/patterns on opening day and in the future.
Market value impacts (Waterfront) - crime - noise - vibration
Concern about loss of parking w/ adjacent Waterfront condos
Very windy at portal location. Consider this in design.
PRINCE ISLAND PARK WILL BE DESTROY
CHINATOWN WILL BE DESTROY
Potential class action against the City
Underground stations means turnstiles! Start charging for use of train D/T. Tax revenue opportunity
I like the portal turning into a public space.
Sky train approach (elevated above ground) cheaper -- keeps ground level accessible to locals & business
More people could be able to enjoy Prince's Island Park as the station would add accessibility
Connects people who live in the north part of downtown to transit more.
Any public transit into/out of downtown is great and our city needs more.
I live near 2nd St. downtown and would love a train station closer to my building.
BETTER SERVE EAST VILLAGE BY RELOCATING GREEN LINE FURTHER EAST. EASE RED & BLUE LINE CROWDING
Love the improve of pedestrian experience - this could really re-vitalize Eau Claire
Love having a train station near Eau Claire - needs to be revitalized anyway.
I like how it will clean up Centre St. <u>Must</u> have good lighting at night.
A tunnel to 16 Ave solves all issues
Having a station near 2nd St downtown will make PI park more accessible and could bring more business/ life to Eau Claire Market.
Placemaking / changing the context of the neighbourhood should be done thoughtfully
Opportunity to connect Eau Claire / Chinatown in a more thoughtful manner.
ADD PEDESTRIAN BRIDGES OVER CENTRE ST
SAFETY - drugs - crime - personal safety PARKING LIVEABILITY - BE TRUTHFUL & REALISTIC - MAKE LRT ELEVATED - cheaper, faster, safer
Consider elevated alignment along 9 Avenue to 2 or 3 Street Stn @ 2 - 4 ST W ground level
Downtown Alignment Should end at eau Claire, not cross until we can tunnel
I am living in the deep south at McKenzie Lake SE. We always go to the downtown area and Prince's Island. We love the environment at Prince's Island and this is the best place in Calgary. I disagree the

City build and overhead bridge at the Prince's Island. I would like the City to build the tunnel instead of the overhead bridge. I would like the City to consider to build the GreenLine LRT at 1st Street SE. If the City doesn't have the budget to build the underground tunnel, I hope that the City will build when they have the budget.
Design the 7th Ave station with as many exits as possible to enable maximum connectivity with Blue/Red line, local bldgs, +15 network & streets. Good Luck!
UNDERGROUND IS BETTER ESPECIALLY ON 2ND TOO MANY IMPACTS -> RESIDENTS -> ENVIRONMENT -> NOISE -> VIBRATION -> WILDLIFE -> PROTECT THE WETLANDS WAIT FOR THE MONEY MORE BUSES WOULD BE BETTER MUCH CHEAPER
LOTS OF UNDERGROUND PARKING TO WATCH FOR - CHANGE THE ALIGNMENT TO ACCOMMODATE TRAIN - IF SURFACE RUNNING DON'T PUT ON 2ND ST
IF YOU ONLY HAVE 50% OF TRACKS - WAIT UNTIL WHOLE BUDGET IS AVAILABLE TO DO ALL 46 KM - WHY NOT LOOK AT ELEVATED CHEAPER + DOESN'T IMPACT TRAFFIC THE SAME WAY BETTER FOR IMPACTS TO COMMUNITY JUST USE MORE BUSES FOR NOW
CENTRE STREET IS ALREADY PACKED - DOESN'T MAKE SENSE TO REDUCE CAPACITY ON CENTRE - NO STATION UNTIL 16TH
WAIT UNTIL THERE IS ENOUGH \$ TO DO FURTHER NORTH - IDEA IS GOOD BUT NEED TO BUILD FURTHER - CHANGE THE \$ FOR SOMETHING ELSE RIGHT NOW AFFORDABLE HOUSING WE DON'T NEED THIS (GREEN LINE) RIGHT NOW
GO ELEVATED ON 9 AVE S & TERMINATE BETWEEN 2 & 3 ST SW - DO NOT CROSS BOW RIVER - STATION C EAST END OF DOWNTOWN
UNDERGROUND MAKES BETTER SENSE
CONTROL TRAFFIC IN RESIDENTIAL AREAS!
MAINTAIN EXISTING BUS SERVICE IN CRESCENT HTS.
Having better access to public transport helps make living in Eau Claire so much better! Makes it easy to pop up to Safeway on 16th and Centre (there is no large grocery store near Eau Claire)
It is very exciting to see a potential revitalization of Eau Claire
Make the transfer from Green Line to Red / Blue Line easy downtown
Solution must be safe! Lots of crime near the train
For renters - love having access to train. Can easily get around and not have a costly expense of a car. Great feature of living on a river!

Beltline (In-person)

11 Ave station should be as Far West as Possible to better serve the high density of the Beltline. 1st Street SW Station?

"The current names for the two stations are bland & could easily be confusing. We already have a Centre St. Station AND a 4th St. Station! Give them more engaging, landmark-focused names.

Ex.) BELTLINE station, EVENT CENTRE/STAMPEDE Station

BONUS: Picture it: ""I was supposed to go to McKnight-Westwinds Station but went to McKnight Boulevard Station by accident""

Possibly consider continuin the tunnel under the Elbow. If possible to minimize the amount of disruption to the current river pathway - do we really want a forth! bridge uin such close proximity - There is more than enough. Focus on long term not short short term cost.

The proposed alignment appears to be a good compromise. The grade seperation of Macleod Trail will maintain ped/bike/veh movements.

Need pickup + drop off areas @ stations

Security of underground stations in relation to homeless populations

Access and impacts to tenants during constriction. Potential parking relocation

Green Line constion schedule - don't build at same time as event centre!

"Impacts to Guardian -> Condo board
More questions than anything at this time"
"Confusion about station names
Centre Street, 4th Street (these already exists)"
if you are tunnelling as much as planning through the beltline why not continue the tunnel under the Elbow one less bridge over the Elbow
Don't make the stations too deep
Concern re: road disruptions during construction
Concern about increase in anti-social element and decrease in safety with proximity to station
pavement on 16th Ave S.E between 5th & 6th needs repavement, It's a hazard
bus barn is a "design" barrier". Hardest place for vehicles to get too
12th Ave/6th S.E bus entrance creates a Q & left turn buses create a hazard for cyclists
potential future underground' there are endless benefits with either of the two previously identified locations
General concern about impact to Lewis Lofts
Concerned about how alignment decisions and considerations are communicated to impacted stakeholders (Lewis Lofts)
Make sure safety is considered in underground station design. Worried about social disorder.
Is Centre Street station really necessary given other stations in proximity?
How does it impact the event centre? Needs a buffer zone
Challenge of access to Inglewood/Ramsay for emergency vehicle
Challenges Lack of cycling infrastructure / on east side of Elbow River Pathway
bus traffic compounded with event traffic & creates challenging environment for pedestrians + cyclists
increased activity while building the green line
dust, construction noise -> What is that going to be like?
"Clenmon Square
-> psychological services
-> children very sensitive to sound
-> how can you limit the impact of construction in this sensitive area"
I would be able to use transit more often!
Pop-up stores (local vendors) in the station??
Connect the community
could the bus barn be used as something else?
Supporting multi-modal travel: safe connections for cyclists from existing infrastructure to station(s) and safe/covered/secure bike parking
4th SE Station: ensure underground access can cope with large crowds & is not too "cavernous" during quiet times
Underground connection between 4th Street Station + Event Centre

Are we going to integrate 4 St. Station with Events Centre.

Improvements needed to 12 St underpass for mulimodal experience + mobility, safety

undergroundstation is positive development

Consider location of 4th Street Station further east to better serve future development on Remington Lands,

"Why not elevated + 15 level?

Less visual impact? "

Please consider how people will travel from 4st SE station to the "Event Centre" and the library/NMC. Lots of room for improvement to pedestian realm between these spots.

Multiple entrances to Centre St Station to manage pedestrian traffic.

Offerig better connection to Ramsay? Will this bridge be people + bike friendly?

Opportunity for 12 av to be 2-way during construction to help mediate traffic congestion

"Make the 4th street station appropriate for large events (stampede/concerts/hockey/etc.)

The current stampede statio is cramped. Erlton is better."

"Public Realm and integration of 4St Stn. With the community all year plus high capacity (large crowds) safe, livable"

Improve ped. safety along 11 ave SW/SE (1st SE, Macleod Tr)

Happier that it is on 11 AVE

Integrate the stations into a development/building

"Is there opportunity to extend freefare zone?

[response to above] (yes please)"

Having a station where it is at 4th Street is great. It makes for greak walkability to downtown

Concern over too much noise+vibration in tunnel + will hear/feel it at street level

" - Would be better to invest in parking for businesses. Would be easier to get investment if the focus was on business

- more economic development means more tax revenue, means more investment

- need incentive for people to invest in downtown

- right now, downtown doesn't feel vibrant

- City not working for Business

- Why not spend money for Green Line on development in downtown to encourage economic growth in the downtown. use money to subsidize busness owners. downtown is so costly. subsidizing business, subsidizing parking sopeople come downtown. if goal is bringing people downtown, economic development would bring people downtown.

- need things/attractions for Calgarians in the downtown.

-More than just Stephen Ave and riverwalk downtown

- need more tourism

- right now, downtown more for the homeless

- need better engagement with people nearby for public art

- Possible to move spider sculpture in front of Temple @ 5 ave/10 st SW"

Integrate stations with businesses and street scapes

130 Av to downtown bus on deerfoot with dedicated lane to serve the north - more cost efficient than GL

Great decision! Keep going and catch up with rest of the world! :)

Encourage more density in Victoria Park area.

Minimize construction impacts on traffic & pedestrian

Same buses less crowded because C-train [drawing labelled "Zoo Station" and "64 Ave", with curved arrow going from one to the other]

12th Ave is a better alignment than 11th Ave and could afford direct connection with the Red line Stampede Station if there was a McLeod Trail Station

I like the changes to the Beltline station

" - Not great access to this area currently via Bus, from North

- This new expansion would greatly help my commute

- I would become a daily rider"

" - It's great there will be more C train connections in the Beltline

- Beltline is a very walkable area, but the spots around the proposed stations are dead + empty. Hopefully with certainty (finally!) for the train, development + public realm improvements can be encouraged!"

Please focus on good public realm around stations in the Beltline. The stampede station is a bad example, cut off from the neighbourhood. The sunnyside station is a better example (but is still cut off)

4th Street SE station being moved to at grade would save a lot of money especially since an under ground station would need to handle the volume of passengers from concerts, hockey and the Stampede

under ground stations which may not be very busy at certain times of day should be built with security in mind

Wouldn't it save more money to stop heavily subsidizing automotive - only infrastructure?

Stampede & Flames traffic - 8 St. closure already causing grief in Ramsay (eg. 8 Ave SE)

Better connectivity of Beltline community East Village, and Inglewood

Lack of transfer opportunity between the Greenline and Red line in the Beltline

Incorporating 17th Avenue and its businesses into this plan

Wouldn't it save more money to end the LRT near the Elbow River and use a bus circulator?

Connectivity with thru city!

Love the connectivity of the Beltline to LRT access!

Thank you for bringing the train to the Beltline!

Save some money by - Removing 5th St SE future underpass - moving 4th St Station east and at ground level - enters tunnel before 4th Street SE

IN FAVOUR OF BRT ALONG ENTIRE GREENLINE MORE STOPS. ABOVEGROUND VIBRANCY. MORE THAN TWO STOPS THROUGHOUT BELTLINE

I like that the beltline section doesn't conflict with traffic

Investigate Toronto Relief Line - Green needs more transfer station to minimize congestion

Live cameras at cyclist intersections. Too many run red's and almost cause accidents

DO NOT NEED A 9TH AVE STATION - AN LRT SHOULD NOT HAVE STOPS TO CLOSE

No need for such a long tunnel along 11th Ave S. Come up to surface after MacLeod. Surface is good.

Security (ie difficulties of Westbrook multiplied by beltline issue at present)

(1) USE EXISTING LRT DOWNTOWN (2) USE EXISTING LRT GOING SOUTH (3) USE MONEY TO BUILD LRT UP DEERFOOT TO AIRPORT (4) USE S LRT - ADD TRANSPORT TO FOOTHILLS INDUSTRIAL PARK

-Stop downtown, no at-grade on Center St. - Keep tunnel under river

I live between Centre & Ed Trail on 7th Ave. If there is no station between downtown & 16th Ave I WILL NEVER take the Green Line.

WHEN WILL CALGARY HAVE ZONE FARES? - USER PAY

TIE IN EAU CLAIRE STATION DIRECTLY INTO DEVELOPMENT - AVOID TIGHT LRT TURN ON BRIDGE (FOLLOW OLD ALIGNMENT)

CHOKING CENTER ST FROM TRAFFIC will create short cutting in community -> CUT & COVER to 20TH Ave -> WHAT IS THE COST DIFFERENCE

PED & CYCLE connections on new BRIDGE

Build Bridge but go under or over Center Street

- Will you have zone fares soon?

PROTECT VIABILITY OF BUSINESSES ON CENTRE ST - need parking and car access - Night & weekends - COST TOO MUCH FOR FAMILY - easier to take LRT TRANSIT Frequency NOT AS GOOD

Underground stations may attract more crime (similar to Westbrook)

Public Safety at crossings.

No easy access to Fort Calgary area

Does the CTRAIN use the Centre St. Road - and does this cut down on the lanes on Centre Str.

KEEP TIGERSTADT BLOCK as is. 8TH Ave & 9TH Ave

The tunnel on 11th ave between Macleod and the Bow River seems un-necessary. Why not above ground??

Why extend underground at 4th St Station? Who knows if or when development will occur there. If surface level for Centre St why not along 11th after Macleod. I don't buy the rationale.

- cut through traffic on/off centre street is already a significant

WHY DOES IT TAKE SO LONG TO GET LRT TO NORTH CALGARY?

- Very concerned about connectivity - put LRT under Center

Beltline - would like to see another stop along the Beltline - one more stop closer to Sheldon Chumir or shuttle bus from stations to Sheldon Chumir

Consider connections to Sheldon Shumir & other health Centres

-9TH AVE STATION WOULD BE A GREAT OPPORTUNITY

We need a stop before 16th.

A station on 9th Ave

A pathway can be part of the bridge

Just a chance to say my piece again: no need to tunnel under 11th Ave SE from 6th Street to 3rd => tunnel under McLeod Trail where it needs to go below => run at surface for 6th to approx 3rd St SE to save \$\$ => if a surface config is good enough for Centre St North it's good enough for 11th SE.

Design 5th St SE Station as a multi-level interchange (streetlevel & underground), with many exits/entrances for a wide range of directions - And the same applies to the 1st St SW station.

- LIKE THE opportunity to have more walking and cycling on the new bridge.

Like more bridges They improve access in and out of downtown

MAKE BELTLINE STATION AS CLOSE TO 1ST SN AS POSSIBLE - ACCESS AT 1ST SW IS CRITICAL

DO NOT TAKE ALL ROAD SPACE AWAY ON CENTE ST FOR TRAIN - GL IS IMPORTANT TO CITY

Provide advance notice for road closures - Business Support

Endstate is great but please do well for business coordination - Business Support

Make appointments to meet with businesses and coordinate.

Provide more walking & cycling connections to Prince's Island on new bridge

BETLINE '300 year corridor? (1) IN THE FLOOD PLAIN & therefore Above or What provision for "Flood"
(2) MUST ENSURE ENLIGHTENED RIVER 'CROSSING"

Beltline (Online)

I like it. 12 Ave did not make sense in the original plan; it was extra distance for no reason

This is a positive change as it serves the event centre and is not at grade

Have a integration with the Event Centre so visitors can have direct access to the building, and be protected from the elements.

Run this underground along 8th ave till 10th street so all of downtown gets serviced and then use 10th st as there is little traffic there

Doesn't having a portal right next to the Elbow create an issue during flood events? Portal should be pushed to just east of 5 Street.

Centre Street Station should be moved to between 1 St SE and MacLeod. Both are major transit corridors and makes transfers easier.

Good that the stations are underground. 4th Street is closer to the Stampede and future arena. Centre Street doesn't matter where it is.

Opportunity to integrate 4 St stn with future event centre if line moved underground to 12 Ave

Elevated through the Beltline similar to West LRT is less than 50% of the cost. Go into downtown at 3rd Street East to City Hall.

Would have been nice to have an underground station at 2nd Street SW by 10/11/12th Avenues.

Make sure Centre Street station entrances are oriented towards 1 Street SW, which is where the activity and CPR underpass are.

If the train goes on 11th there is ZERO need for a tunnel, put this above ground. An underground station is unsafe

Pleased to see route along 11th Avenue South and station locations as well as the reduction of expenses with shallower tunnel options.

North BRT Improvements (In-person)

For buses going north, buses have to have a delayed merge back into traffic at McKnight

For houses on Centre St. w/ driveways that go onto Centre St, exiting those may be challenging

A lot of people use Centre St. for street parking. Losing this parking may have short-term consequences - Parking plazas may need to be considered

Why bother? Use the \$100m for better train improvements

Traffic concern of new communities that will need to use Harvest Hill BLVD

How much would \$100m improve centre street, couldn't we use this for tother part of the project?

Dedicated bus ROW will present better time savings, as opposed to intergration with existing traffic

Please make it a true BRT wit h a dedicated lane. Transit should have priority over single occupant vehicles

Would see benefits to heated shelters for BRT

Could we use more of the architecture for ardertising at MAX stations for revenue generation

Would like Beddington TR bus trap to be opened up to all traffic

Feeling of being forced into lifestyle change with BRT/LRT. Won't be able to use car anymore.

"Good transit service on North BRT may mean that we don't need LRT in the area.

BRT can provide the same service at a lower cost"

Like the idea of BRT vs. LRT (le) Curitiba

BRT is a more sensible solution given our population and reduced downtown traffic volumes post-downturn

Gen CONCERN OF PROJECT COST OVERUNL

OPPORTUNITY TO PRIORITIZE INVESTMENT FOR 52 ST BUS CONNECTION

"Pedestrian realm needs emphasis

Pro public transit

Would it be possible to have SE BRT instead? Autonomous bus instead of train

Kurtiba - dedicated buses was a really good way to do it - autonomous buses more inexpensive"

"BRT is same speet LRT

Go BRT instead get rid of LRT

Better use of \$

Not efficient to get to c-train

BRT makes more sense

"

THERE ARE SO MANY ISSUES CAUSED BY SUB TERRAINIAN TRANSPORT. PEOPLE COMPLAIN ABOUT "VIBRATIONS" AND IT IS COSTLY TO MAINTIAN. Surface level - as it is shown - looks well integrated into the community. As a resident of crescent heights - I can see the potential of this increasing mobility for EAST / WEST Traffic and minimize the community being used a a thoroughfare.

I WOULD TAKE TRANSIT MORE IF THERE WAS A TRAIN. THE TRAINS ARE QUIET - much more so than the BUSES. THE current buses in use for regular lines and The BRT 301 line are VERY NOISY! CAN'T WAIT FOR THERE TO BE A SURFACE TRAIN ALONG CENTRE.

Usage for Crescent Heights?

Buses are a worse user experience - bumpier - more exposure to second hand smoke at shelters

LET'S NOT HAVE A REPEAT OF POOR DATA when estimating ridership ONE OF THE BRT LINES - MAX ORANGE - HAS BEEN OVERCAPACITY & HAS ONLY BEEN IN poertion since November 2018

When Centre Street becomes local traffic only the road will be able to support an increased urban canopy of trees - integrate the kind of canopy that the rest of the area has!

Cost - there are lovely BRTs in other cities and these are much cheaper

Keeps people on the street and above ground

EXCELLENT. GO FOR IT. CONSIDER Streetcar!!

BRT with dedicated bus lanes would help more individuals on transit more quickly.

So many people use transit north of downtown they shouldn't have to wait for the train to have service improved

Just take BRT downtown. Forget bridges & expensive infrastruture

-> Improving BRT in the North is a good idea. Better of couse would be the Train! -> Here is an opprotunity: just postpone the Green Line until it can go all the way to the Planned Terminus!

Why invest all this \$\$ to build a 16-block train system. Especially when the transit service b/w 16 Ave N and downtown is already very good to excellent? Where is the value? -> Better to start building the train from the North to 16 AVE!

The BRT seems to make more sense north of 16 Ave. Far more flexible than a fix track system. By using electric buses, for example, would reduce noise issues.

Has turning Centre Street and Edmonton Trail into one ways been considered as an option for traffic flow?

The BRT route is noisy! You can hear all the buses going by. Please let us have a quiet train. It will bring peace to the neighbourhood.

Dedicated lane for BRT in north would be helpful 16th into downtown - do this instead of train for now.

Max BRT makes more sense for north side - end at 2 Ave for train

Include art in BRT stops "museum on the go"

North BRT Improvements (Online)

The project is too much delay, unlike other project only 2 years completed. I think we have to get some one else to make this happen.

How about having a dedicated transit lane (or 2) on the south side of 5th Avenue and a bus-only turn signal at Centre Street?

Ideally Green Line should be starting from north. Instead of BRT improvements, use funds to buy property for right-of-way for the line.

Make an easy interconnect (tunnels?) at Center and 16th to make it easy to transfer to 16th Ave BRT from the Green Line.

17th Ave SE was built for less than \$100 million and includes about 5km of separated lanes. This should be the Centre St design standard.

Take lanes away from traffic at all times of day, and in both directions to accommodate a faster and more reliable BRT service.

Looks great, please get this to the airport

North BRT allows for faster transit access to downtown from northern communities and potentially fewer vehicles on Centre Street

This will move us toward rapid bus lines = MAX (instead of the split between routes 300/301/302 being half-BRT and MAX routes being actual BRT)

This plan gives the North better rapid transit while waiting on funding for the Green Line. Not ideal, but helpful.

GreenLine planned route should include access to airport!! An opportunity to reduce travel time and carbon footprint. Replace BRT300!

A temporary plan only. The real benefit comes when the green line is extended north. At least they're thinking about north BRT.

Make the stations beautiful and have real time update screens like they do with the Max system.

Fears that Council will be content with the North MAX, and will delay developments for the Green Line north extension.

Priority needs to be on getting funding to build North of 16th Avenue up to 96th Avenue. Goal should be to get this built by December 2030.

Ensure that the route has dedicated stopping and passing lanes throughout the downtown (see 15/16 Streets in Denver).

Create Express bus routes for communities in North Central Calgary, that go directly from places that people live to where people work.

BRT absolutely needs to include dedicated lanes for buses that don't mix with other traffic during rush hour. Can't call it BRT otherwise.

Dedicated lanes for BRT route from 96th to 16th.

Make the North leg a priority. Council seems to forget the north when temporary solutions are made permanent.

Other Comments (Online)

Why does the S.E. part of the line have to wait for construction while you decide the downtown and North we the route from 4th street SE to the south so why start it and wouldn't have as much to do when the north route is ready

Make Green line and Red line a circle route from Sommerset to Seton - scrap low floor cars they can't be used on any other line - stagger the platforms - no center platforms - for the North - a switch near Zoo - west side of CPR tracks- north to 32 Ave - follow 32 ave - cut & cover through parkland - portal north of McKnight - downtown - on 7th Ave elevate the tracks using pedestals as done in Vancouver - how many riders from area south of 32nd Ave will use LRT - justify that with congestion.

Just build the underground station at Eau Claire from South and once you have the fund you can finish the north line. Do it right and do it underground through the bow river.

I'm curious about whether there's actually enough space on Centre St to have an LRT, two lanes of traffic and wide, pedestrian friendly sidewalks. Would be helpful to have dimensions available to confirm.

"What is the effect of reducing road capacity by 50 % (if not more due to limited movements allowed by the train) on center street to other Bow river crossing points into downtown?"

10th street, 14th street, 4th ave flyover, 4th street... Lets say you are reducing capacity by 16 percent... is the train going to offset all of that?"

Would it be feasible to use a streetcar model on Centre Street and more congested or space-limited streets where the trains would share a vehicle lane?

Who had the awful idea to turn C street into a one lane north south? Do they even live in Calgary? I have seen high school students with a brain bigger than the constant that came up with this idea.

You maximize throughput to downtown by having multiple independent options. NOT by forcing one solution. Train down? great you can drive or take the bus. Weather bad? Great take the train going underground independent of weather. Not a lot of traffic feel free to drive. The company coming up with this idea should be fired and replaced by another who has half a brain.

At grade Centre street who designed this? Sounds like something a first year engineer who went on a trip to Europe and thought Wow If we Copled ThiS wE wOuld Be a WoRLd ClaSS citY. Instead of someone who actually thought through the implications of their actions. Fire the design team immediately.

Going from 4 lanes to 2 lanes is the dumbest idea I HAVE EVER HEARD. People that take transit downtown live in Pano/Huntington/Beddington/ country hills. The project will not reach them for 10-15 years why would you make traffic awful for that long a period of time. Not well thought out at all.

Bridge used should be absolutely minimal. A big cable bridge would look unnatural and ugly. Trestle bridge seems to have the least impact

Only options that create a 2 lane road from a 4 way? Are you people smoking crack or something? C street is a nightmare during rush hour with three lane reversal. Those people are not just going to magically drive to 16th drop off their car and take transit. Not thought through at all.

Reduce vehicle traffic on Centre street what? NO. If this is done major traffic issues will be created for the next 15 years until the project reaches places with actual transit ridership. I do not support any of these options for north on centre street.

What? reducing traffic lanes will only push traffic onto other streets that are not built for that type of density. I do not support any options running the LRT at grade on centre street,

No one wants centre street to be a pedestrian experience. It was always meant to be a road that gets the most people into and out of downtown. Trying to force the road into something it is not is not going to make people want to go there.

Who would think wow I want to go to centre street to sit next to a train, and sip a coffee? I sure wouldnt. That is what east village is for.

Just because traffic is lower now do the downturn does not mean it will stay low forever. I remember in 2006/2007 when the road was full of cars, AND busses running at max capacity. At grade does not account for this.

You will not stop people from driving to downtown. All this will accomplish is to push traffic onto other roads not meant to handle it. That will make those roads unsafe. Edmonton trail should be the pedestrian experience, not centre street

Any option that removes three lane reversal in unacceptable.

It seems like the project team is only taking the suggestions that they want to hear.

Cut and cover tunnel under centre street is a much better option than running at grade. More space for pedestrians, and more for people getting on off the train.

On what planet is having one day northbound a good idea? Bus break down no traffic for an hour while the bus has to get towed.

Very concerned what would happen if a flood hit the downtown again. Needs a system in place that would block off the water from entering the tunnel.

If your goal is to maximize reliability you want to keep the transit independent. If an accident occurred on the road/transit right of way it would create a system prone to random events making the system easily unreliable.

If you want to maximize reliability you should have an LRT independent of the bus/traffic routes. If they use the same rights of way this would make accidents have a much larger impact on the services than if they were independent.

I think you are making a big mistake north of the new LRT bridge. This will mean backups every rush hour, both from trains crossing 16th at grade and from creating a 1-lane bottleneck along Centre between 16th and the Centre St bridge. I thought eliminating the tunnel under the Bow and the deep stations would save enough money that we could keep some of the other aspects of the 2017 plan, like a tunnel under Centre??

This proposal is ridiculous and smacks of incompetence. 4 lanes to 2 on Centre? Reducing or halting left-turn capabilities on Centre? This is the best you can do? This plan destroys my neighbourhood and gives it no benefits. I'll bet you can't find two people in Crescent who'd approve of this cluster. Why not go underground at 16th, daylight on the hillside immediately west of Centre Bridge and build train bridge next to it? Do it right or don't do it at all - the latter my preference!

Centre St is very congested even during the lane reversal when there are three inbound/outbound lanes. It's a main artery for the North Central. Building an LRT isn't going to take that many cars off the road to allow for reduction of lanes; a BRT already exist for those who take transit. Can we not explore elevating the tracks, wouldn't this be less costly than tunneling it? If the tracks must be at grade, can we explore alternate routes, like 2 ST or 4 ST NW.

"You are deliberately confusing people. Who (%) will ride the train to go SHOPPING along Centre Street
If the tunnel is eight floors underground then WHY must it be just on road right of way. The only thing that deep is the City Hall parking.

WHY no WINTER illustrations? It is HALF the year.

from discussions with your team NO ONE has any actual train track operating experience.

Skip stops IMPOSSIBLE . Buses cannot be in same right of way ? 7ave has it."

Do not let overzealous NIMBYs deter you from the Green Line - this is fantastic and will help open up new mobility options for thousands of Calgarians today, and in the future. Your team is doing fantastic work, and I am excited at what the future brings along Centre Street!

This really disturbs me. This was the one saving grace for me with this city leadership as I expected they would maintain the river tunnel option. There was a reason why it was the best option and why other cities opt for more grade separation; it's always worth the cost and makes a better transit system that have better ridership and in this case it has to be tunnel as other options are damaging to the city environment. Vancouver, Toronto, and Edmonton all have more underground sections than us

The entire north portion is a terrible idea from Centre St through Eau Claire. Build it South. Don't ruin the park and homes and the market with no plan. We still don't have a plan for Jaipur Bridge!! This is an absolute disgrace to our City.

This pains me to see the city yet again taking the cheap way out. This will ruin the community of Eau Claire, it will ruin the River Walk and Prince's Island. The train service will be slower which it is already too

slow on the other lines compared to grade separated systems and the noise will ruin what is right now one of the nicest communities and parks the city has to offer. Realize that there was a reason the vastly more expensive option was opted for in the first place.

"Will any bridge option last longer than the Jaipur Bridge 52 yr life?"

Is tunnel maintenance less than bridge maintenance.

Would LNG driven (future Hydrogen) locomotion cost less capital and less operating cost?

LNG trains could travel on existing rail to Inuvik I suspect!

Why use NG generated electricity instead of using it directly?"

if funds are not there to tunnel under the river right now, wait until they are. terminate the line at Eau Claire (underground) rather than ruining communities and screwing over traffic flow up centre street. Use your common sense and do it right the first time so you don't screw over future generations.

This new proposal looks awesome! I am excited for the construction start and to purchase the ticket to take a ride from 16 Ave N to Seton :).

take it underground find the money as i will never support building a massive bridge right through princes island park . Its stunning to me that you are even considering running surface up centre street , unless of course you own property along the route . just look at the 69 street alignment issues.and the cities former mayor.

When the line is extended past 16 Avenue N, ensure that it is buried underneath 16th Avenue since currently, that intersection is a disaster for traffic going through 16th Avenue during rush hour. Ideally with LRT, there should be less traffic going on Centre Street, so the light sequence could be more catered to 16th Ave traffic. But it's neglected if the train crosses it at grade. Too major of a intersection for it to be an at-grade crossing.

no to bridge over park and no to grade level trains on 2nd St.

Love how it needs to be underground through undeveloped east village but above ground through highly developed center street.

Can you please show the rendering of the bridge to include the nearby buildings and wetlands? It seems misleading, making comparisons of photos without showing the full span of the bridge, and only the mid section.

Centre Street is a critical artery for vehicles accessing downtown. Putting the train on surface in the middle of an important access corridor for vehicles is short sighted. The train will not replace the volume of vehicles commuting into the core on Centre Street, traffic will be horrendous for commuters. Putting the train underground to 16th ave north, like originally planned is the only reasonable solution. If the city can't build this project as originally designed, they need to postpone it.

Please consider making the bridge crossing the Bow River a public art by installing LED lights to blend in with the skylines in the background. For example The SF Oakland bridge creates interesting light displays at night.

Is it too late to reroute from 16th and Centre over to SAIT or Lion's Gate? Then just use existing stations & infrastructure through downtown and branch off from Central Library. Skip the whole river crossing and underground downtown issue completely and save some money. Would only add five or six extra stops for transit users to get to east end of downtown and would make SAIT and Northhill more accessible.

Need to walk on Edmonton Trail and 16 Ave to access max orange, future green line. To make transit accessible for all, these surrounding areas need to be safe for pedestrians. Currently focus is on cars, gas stations, building new gas stations, drive-in, fast food and autoshops. Traffic runs right next to the sidewalk. I will not walk on these streets with my small children, which limits which transit we can access. For diverse ages to use these transit options, make it safe to get there.

The at grade option on Centre St. N will have significant negative affects on a major vehicle route to downtown. It no longer is a viable option. The communities were consulted long ago and preferred resoundingly the underground option. If it can't be built then a new route must be examined. The future severe traffic congestion along Centre St is not being considered enough. It will be horrible. Edm Tr will also suffer. I am pro transit, but do it right or not at. Underground or elevated.

"Given the cost of this project skyrocketing and the current financial constraints for this city, the project should be shelved. Instead, build up a sinking fund reserve each year for the next 5 years and revisit idea then.

The new proposal to skip tunneling would create chaos in the neighborhoods as drivers look to alternate routes.

And a BIG NO to 9th Ave stop. If you need an additional stop, please between 10th & 11th where commercial zone exists.

In summary, cancel project for now."

Northbound Centre St portion needs to go underground and resurface north of 16 Ave to accommodate weekend vehicle traffic. Many of the shoppers and diners in that area are like my family: larger, multi-gen families who travel together to eat at the restaurants and cafes as well as grocery shop.

Please say No and stop build the bridge over the park

It makes far more sense to keep the line underground. Above ground will have too great an impact on residents of condominium buildings in Eau Claire along 2nd Street SW not to mention the environmental impact on Prince's Island Park. Build it when funding is available to complete the best solution. Haven't we learned from the issues of having built the Red/Blue line above ground along 7th Avenue? One death was too many!!!!

This bridge can be great, we need to put swings and other things below the bridge in the park

Do it right and wait until you have the money to go under the river at Centre street. Use buses until then. Build a bridge only if you can do so without harming Princess Island Park, greenspaces or bluffs and without ruining the city skyline. The 4th street flyover is a really good example of what not to do. The entire structure an ugly cement monstrosity with bases that are derelict without landscaping/beautification. As it will be around for a long time do it right, don't just settle.

"Like the engagement process and the number of people available to answer questions. I am in favour of transit development and think we should maximize what can be accomplished with the dollars available. I like both the south and north routes and the street level stations and routes. I believe that the development on Centre Street will result in a quieter more pedestrian friendly corridor. I am in favour of a 9th Ave. station

I would like to see greater development of BRT routes to the airport."

I applaud those who sacrificed their Sunday to appear at today's Crescent Heights open house.

9th Ave station must not interfere with Tigerstadt Block, think of long term social ROI and make Crescent Heights a destination.

Thank you for doing the hard work of public engagement! My suggestion is to get more subject matter experts on IG video, YouTube, etc. explaining in more depth areas of concern. For example, get a biologist to explain mitigation of impacts to Prince's Island wetlands and a traffic engineer to explain thinking behind the plan for left turns on Centre St.

Recognizing the challenges of the underground alignment and some opportunities switching to a bridge alignment, I am very concerned about the significant risks to the function and vitality of the public realm, as well as to residents, along the Riverfront. Given the train should increase overall transportation capacity on Centre Street, I am less concerned about this impact, but do support improvements that benefit people and business along the corridor.

"No bridge over wetlands. No habitat destruction. No Above grade station at 2nd street sw. Place on east side or underground as per original plan. Can't afford? Then wait.

Street level train on centre street will kill businesses. Have underground train and street level train stations!"

I live in the community and I do NOT want to see an at grade LRT it is a poor decision.

I have big concerns that the project team is taking data they want to see, and or falsifying data to guide the project to what they want to see instead of actually listening to the people living there. I am fairly certain the people they claim want to see it are creating astrourfed material to fit their narrative.

You can have a streetscape while not having a train why the focus on a train to bring the streetscape alive is beyond me. Look at any road in new york they all have streets with 4, 5, 6 lane traffic.

Why are you prioritizing the few people that live their over the many, many, many more people that pass through the area short sighted design.

Would prefer speed limits to be raised up to 60km/h so transit could be better used.

As a resident of present heights I would much prefer a cut and cover tunnel on centre street over the existing project.

Why are we trying to be like every other city? Copying other cities bad ideas is not a recipe for success. Thoroughly thinking through our own problems is much better. After careful thought I believe at grade LRT in centre street is an awful idea.

"Green line feed back -

1. Move bus stop on 16 ave and center nw to end of 15 ave. I Always miss the bus waiting (19/max) waiting for the lights. And 16 ave lights take a long time to turn. By the time lights turn I miss the bus every time.

2. Please consider the line to 28 ave

3. If you don't, please don't running express bus to downtown, otherwise trip planning will be 28 ave to 16 wait and then downtown. It will be worst than now. After spending all that \$ things will be worst. thx"

Prince's Island should be sacred. It's used by local residents, 100K office workers, all Calgarians and tourists to relax and destress. Think about people's mental health. This city has lost touch with it's constituents. It will do significant harm to local businesses along Centre Street.

Doing it right should be priority. Used to think UG was best, but surface alignment offers AMAZING opportunity to have side running STN at 9th Ave N. love it! being able to enjoy outdoors, taking in sunny skies, fresh air, warm or cold, where I can easily be seen (safety), have a chance to pop into a store, rather than slugging my way down under and waiting for a train underground. The buses are noisy. I hear them all day from my work (on Centre). BRT is such a nuisance. I live work & play in CH.

"How about having a better WIFI connection on c trains like for example the WIFI in Toronto is so much better than this Shaw go Open really sucks, how about building above ground or tunnel on Centre Street North because to protect the c train cars and vehicles from crashing into each other

The design of the Bow River bridge should be simple (Constant depth viaduct). Don't make it an eyesore and think of the maintenance (bird feces, graffiti, ect). Think of our weather (winds, rain, hail, snow). Think of the park/greenspace and the wildlife that would be impacted. Please make this a Calgary Project and do not bring in expensive designers/architects. We are in a recession and people have lost jobs. Hire them.

The removal of Centre St into and out of the downtown core is a major drawback to this proposal, the impacts to traffic, Businesses, side street traffic off of center and the ability to get emergency vehicles in and out of downtown at peak hours are all significant deterrents. This project should be placed on hold until funding is available to build it right the first time. The BRT should be used as our future default, up to the point all levels of government can fund this project.

"The 2017 approved alignment is a superior option.

The updated alignment will partition one of downtown's only green spaces. The partitioned corner of the island will reduce the usable park space, be a visual blemish on the park, increase noise, and create a segregated corner of the park that will inevitably attract needle users looking for an isolated public area.

There is a reason 3 of 4 lanes are used in rushhour to facilitate traffic in/out of downtown along Centre St. This is a vital road"

It's a great idea to expand our public transit system to communities in the North and give another way to travel downtown without driving and looking for parking. Coming from a modern city, Hong Kong, I am glad to see Calgary is evolving and catching up with easier public transit for residents and tourists to travel around easily though with the cold weather in Calgary, having the public transit underground would be much better and if money is a problem, start construction from the area in need!

Tunneling under Centre street would be the ideal alignment, transitioning where Crescent Rd NW and Centre A St NW intersect, and well worth the money in my opinion. But keep bridge over the Bow river (preferably the cable bridge to minimize the impact at ground level in the park / along paths). Adds to the city skyline, and has a minimal foot print. Pedestrian access on the bridge is not needed as you can already pass through park and cross over the bow on Centre st.

no bridge and above ground station on 2nd ave sw, the damage on environment of the park is irreplaceable, and drastically decrease the quality and value of downtown property, hence, DECREASE City's revenue from the property tax. Do NOT build the green line until we have funding for it. or reconnect the line to Bridgeland station, it's cheaper. Don't destroy the park without proper consultation and study of the unintended consequences of decrease of property value in 2nd AVE SW. Keep it underground

how can the city do this to residents around eau claire? it's NOT a win win situation, damage property value, decrease tax revenue to the city especially time like this. Wait til we have fund, or move it to 1Street SE or move east. it's too expensive . need to rethink the overall planning in eau claire area. it took so long to revitalize from the 80's now the city is going to destroy it.

"A clear plan on how the line would be extended north including maintaining the pedestrian realm design up to 50 Av N. Provide pedestrian crossing at every 2nd street.

This needs a clear traffic mitigation plan to avoid commuters using residential streets to get to Edmonton Trail from 4th and Centre Street north of 16th and vice versa.

Future expansion needs to now accommodate longer travel times. The communities of Tuxedo Park and Highland Park shouldn't face a highspeed train dividing."

Green Line should include access to airport. Don't miss this opportunity to reduce travel time for citizens of Calgary - I'm a local and I have been taking the 305 but it's a real pain especially in winter the logistics are a bit harsh, and it's time consuming (allow 1.25 hour from downtown, compare to 20 minutes via cab/driving). PLEASE consider it.

Build the BRT line. NOT the LRT line north of the river. My taxes are too high.

You have 500 characters left.

"The money would be better spent extending the south leg to the hospital where it would be more useful. Build the north leg when times are better and the city can put in underground or above ground where it would not disrupt the traffic flow. Cutting off two lanes of traffic rids the r

Lane reversals, putting more traffic on 10 st, 14 st and Edmonton tr (which is down to two lanes on the weekend due to allowed parking. You cut the community in half. No access to cross Centre St at any corner."

500 character limit? This tells me the City really does not want our feed back. This is not a "Need" (especially in Calgary's current economy, we are in a recession) This is someone's "Wish". Plus if you build this, are we ready for a 50% to 100% Cost Overrun!! If you are determined to build this go underground, wait for the economy to improve, and carry a huge contingency in the budget.

the world needs more public transport.

Hi there, please consider having three lanes, one for each north/south lane and middle lane for reversal during rush hour. the tracks could run curb side to make it easier for people to enter and exit train, as they would be on side walk. I also think the city would be better suited to adding more trees and shrubs not extra tables/sitting areas etc. thanks

"I'd really like to see the viability of a bridge over the Bow, into the side of the hill. Then continue the climb underground to a shallow cut and cover line, with the trains staying underground until north of 16 AVE. This would alleviate a lot of the traffic concerns and seems like a less risky proposition of a deep bore tunnel under the river.

PS. Please don't pick an ugly bridge for the river valley. That arch is dreadfully mis-proportioned and the viaduct screams soviet austerity."

Other Comments (In-person)

"Challenge

- train's going to be too slow"

"Opportunity

- Have Green line join Red/Blue line on 7th, either near Cvity Hall, or closer to 49t. In east Village

- go east on Blue line to nose creek, up to 64, back to Centre"

"Concerned Citizen's LRT Proposal

I propose the following regarding the new LRT:

1. A bridge over the Bow river will be much cheaper than the proposed tunnel. The 1.95 billion (probably closer to 3 billion now) for the tunnel will be greatly reduced for a surface route.

2. To create a connection for all three lines there are 2 options:

a) A connection for all three train lines at the City Hall station with both North and Southeast legs of the Green line as a Terminal.

b) A station east of 3rd Street for Blue and the terminated Green-North and Green-Southeast lines. The Blue line will function as a shuttle between the Red and Green Lines at the 7th Avenue stations

Note: In both cases the Green line will be split at 4th street with the Green lines on the outside of the existing Blue line as far away as possible, to accommodate room for platforms. (The tracks of Green have to have a position-swapping possibility before splitting.)

3. The difference between the platform levels of the Red/Blue and Green will be alleviated by raising Green 0.5 metre to meet the existing platform OR by lowering R/B by 0/25 metre and raising Green by 0/25 metre west of 3rd Street or West of 4th street in the 2b example.
4. All 4 sets of tracks will run along 7th Avenue. At 4th Street the Green will split and join depending on direction.
5. Both Blue and Green-N will use the existing bridge.
6. Green-N will veer north before or after the Zoo station and follow the CNR line to 64th Avenue where it will go west to join up with Centre Street N. To the north the street is wide enough to accommodate both car and 'streetcar' comfortably.
7. LRT is superior to a streetcar because it supports many people over long distances at fast speed. LRT speed decreases the number of units needed, compared to streetcar. For example, LRT the stretch along the CNR line will be covered in ca. 5 minutes by LRT travelling at 80 km/hr.
8. Centre street is well serviced by the existing bus lines. Adding a streetcar will make it even more congested and will not increase speed of travel.
9. The Green-SE will follow 4th Street to the south, east along 10th Avenue to a new bridge over the Elbow River, along the CPR tracks, to the previously planned south-eastern route.

[comment includes hand-drawn diagram]

"

"Get people (local) together to create system with vision like:

- 1/2 price operatopms
- tunnel faster/cheaper
- 1/2 cost of taxi for riders
- twice as fast

Needs to be either above or below ground

Property developers to invest it station integration + give developers density
could give only 1/2 parking"

"We have all the right tech people to create our own system -> would create jobs

Modern cities - saying subways make more sense - cost of land, weather

Washington DC - underground system"

"Change list from what was promised

Budget numbers keep changing

Why does it keep going up

Las Vegas convention centre - went faster + cheaper \$10m US/mile - 28foot diameter

these tunnels - North/South emergency"

"Subway makes more sense + should go all the way to airport + go to Airdrie

Could go Airdrie to downtown in 15 min

Catchment area for employees"

"Tunnel out to Cochrane + to Banff

Airport to Banff in under 1 hour (200km/hour)

Could build out stoney

Makodia lands

Just like Whistler"

"Low floor LRV not interchangeable with system

Red Line + Green Line circular route

Somerset - Seton

Tuscany North"

"Tunnel could work with autonomous cars

pay for premium"

"Centre Street to Stampede Station will be a wave of discontent - Violence in the area

Too close to Inn from the Cold, Mustard Seed, Alpha House -> difficult area, will be tough to keep it safe"

"The more people who use transit the better

More critical to get it properly built - Bridge is acceptable

Need to commit & build bridge correctly

Consider M.U.P. for bridge

Bike friendly opps needed to make it better"

"Concern about flood at portal and 2nd street

Free fare zone expansion into beltline + to 2nd ave

Long stretch of no stops on centre

more access to free transit - might help encourage use

keep in mind cycle tracks"

I note that you indicate that from a financial perspective you could either build from 2Ave to 16 AveN or stop at 2 Ave and extend the SE LRT down to McKenzie Town. I strongly suggest you do the latter because it will get the train close to a much larger population in the SE. In addition it will allow flexibility on in future options for the North line both in terms of technology and possibly alignment. Given that you are retaining the current Centre Street BRT running into 6 Ave in DT, feel is the right way to do I do not believe you would get more ridership on LRT from 16 Ave - 2 Ave than you could add from the better service you would provide in the South. The key to a successful LRT line is to get it out as far as possible to the residential development - most of [?] are located south of Shepard. If you would like to discuss further give me a call at [removed]. Thanks for Listening. Richard Parker

"The Green Line

It is time to seriously reconsider this whole project - what is proposed is too complicated - too costly - with no assurances of zero cost overruns - and who knows what the transit needs will be when this is completed.

Proposed downtown routes

To tunnel underground in downtown Calgary could be plagued with underground streams, unknown soil structures and potential building structure faults and failures. No one knows the soil structures at the

depth being planned and the potential problems that could be encountered during construction and during the lifetime of the tunnel.

Another problem with both portals of the downtown tunnel, particularly the one on Second Street, is the probability of river flooding. Flood water could do a lot of structural damage to the tunnel and the infrastructure. The cost to repair that damage could be difficult to determine at this point.

The track grade from the portal on Second Street to near the top of the hill on Centre Street will be very steep. I perceive it to be greater than what any railway would build. Where the trains exit from the Second Street portal there will be a steep grade of track - exposed to the elements that the trains will have to navigate. Imagine a train with steel wheels on steel track trying to go up or down a cold, wet or snowy track? Scary!! I would not want to be the operator or put the safety of passengers at risk.

How many people from the area south of 32 Avenue to the river are going to be making use of the LRT and will that number of trips be justified by the revenue compared to the cost of building and maintaining that section of track.

The concept of using lower level cars that are not compatible with the rest of the system, must be the brain fart of someone who thinks more people would use the LRT if access to the cars was lower. The low level cars cannot be used on any other line! The restrictive use of the two models should dictate that only one should be used. The argument that the high level cars are not manufactured any more is nonsense. Place the order, the manufacturer will build it.

In order to lessen the impact on the area the stations occupy, why not offset the stations so that they are not across from one another? The result would be a narrower right of way. The platforms could be narrower with the exception of high volume stations.

My Solution

Make the Red Line and the Green Line a circular route using the same model of car. The Somerset - Tuscany (Red) line is already functioning well - extend the Somerset line further south to Legacy and over to Seton and back north on the route being planned - it can run through downtown and north to Tuscany. A circuit route - no tunnels - less cost and earlier completion date.

This way if riders want to go from south east to south west or the opposite way they can do so without going all the way downtown. I believe plans were in place for the Green line to stop at the Hospital. Why should someone from anywhere in the South West have to go all the way downtown and back out to the South East? Are you not building this line for the benefit of potential customers?

For those going south from downtown, every second train would go their way - no different for those going from downtown and selecting the Red line or the Blue line.

The North Section

A concept for the north - from downtown - a switch on the blue line near the Zoo and go north along the west side of the CPR right of way to a point immediately south of 32 Avenue North East - follow 32 Avenue on the south side - follow the Nose Hill Creek - cross over 32 Avenue and then cross Edmonton Trail at a point just north of 41 Avenue.

There is a park area that could be utilized as a transit corridor - either at grade or a cut and cover tunnel. I believe the local residents would favour a cut and cover tunnel in order that there would be less noise and the beauty of the area would be preserved.

The tracks could enter Centre Street just south of Laycock Drive. By using a cut and cover tunnel, the portal could be in the middle of Centre Street or the tunnel could extend north of McKnight Boulevard.

.l r

From this point the route could continue north as planned. Again, how many people from the area south of 32 Avenue to the river are going to be making use of the LRT and will that number of trips be justified by the revenue compared to the cost of building and maintaining that section of track. The disruption to the businesses along Centre Street caused by construction and upon completion, the traffic bottleneck that will develop will lead to a lot of frustration and inconvenience.

Leave the section of Centre Street from 44 Avenue South to the Bow River as it is and service that area with a good bus service. The roadway is not wide enough to run two tracks down the middle.

One of the drawbacks of this proposal would be the number of trains running on Seventh Avenue. Instead of going down, why not go up? In Vancouver and many other places, elevated tracks have proven to be the answer to ground level congestion. The upright supports could be near the curb and track level could be at the plus 15 height. The Plus 15 structures could be raised or incorporated with the track level. The upper level track stations could be serviced by escalators or elevators for the handicapped.

Al Moody - 243 Millcrest Way S,W. 403-256-8738 almoody@nucleus.com"

Explain updated Stage 1 legend for BRT

What's been done for noise analysis for surface running?

"Clarity on who regulates what

federal/provincial/municipal? What is DRO [?] vs AB wetlands etc?"

Share the assumptions behind the ridership models to help understand the why

visibility on sign from groups like EMS, fire, police, that they can still do what they need with alignment

share the costs for bringing it back to the original alignment

It is not beyond the Fed+Provincial partners to provide more money. Ask for the money now to do this right.

Criteria should be ordered in priority but also share rankings being considered in comparison

be transparent on the tradeoffs what else is changing besides alignment

information needs to be shared on rationale for options rejected - eg no capacity at city hall

Calgary needs it

At first I thought it was a bad idea but now I think it's a good idea

good to go through Chinatown -> will make it easy to get here

Concern that MSF is being built too large not opening day

need more consultation

retail along the line won't make it -> Lack of parking -> will get worse because it will only be 1 lane

don't want to just build it north of downtown to just make it look like we'll serve the north side?

people won't drive all the way to 16 ave -> won't serve the north side well -> doesn't make sense to build to 16 Ave in a bad economy

Stopping @ 16 Ave doesn't help anyone -> either build whole thing or wait until you have the budget to do it right (don't cross downtown)

consultation -> seems like public input not incorporated before decision was made

Now the economy is no good, properties decline in value, oil low price and many people lost their job, every body is worried about the economy. At this time if the City is going to build the Green line LRT, I think this is not the time.

A lot of people looking for jobs overseas. A lot of young people will not be able to get a job; why don't the city think of other projects to create jobs.

And also the city can do something to keep real estate's value

We should wait until the economy is better, then the city starts to build the Green line LRT!

Good idea in general

Consideration of impacts on private interests. How do changes impact stakeholders who have invested in earlier approved alignment

Is there any way to measure social + economic impacts?

Concern that it does not get to the airport.

Was hard to find information about open house on the engage site

New SW bus routes are inefficient -> too many bus connections (used to be 5 minutes, now 45 minutes)

Max Yellow doesn't have a lot of ridership, seems like a waste of \$

Have complained to City Councillor about other issues and nothing happened, expect voicing concerns to council won't make any difference

I feel like consultation is just for show - councillors have made up their minds

Why not take the train along CPR line with no stops from 64th to downtown. It would be much faster. If it got people to 9th Ave you could then connect it to being close to the red + blue line

The City should stop building these far out communities. It forces all money to be spent on infrastructure that the inner city pays for. If building there, transit should be built first there (required) so we can help people get around faster, and cheaper long-term

You could have BRT go from 130th to downtown with no stops. Get people downtown fast and spend less on infrastructure. They could have dedicated lanes and only run during peak hours.

The visual impact to Eau Claire for train crossing Prince Island beyond repair.

To spend money only while ridership will "low" due to downturn oil economy

Pedestrian safety, particularly with the cycling/scooter menace. Calgary is not a safe city for pedestrians. Please consider pedestrians for a change

I think this project is very suitable for Chinese Community. We welcome this project. Good idea. I think City of Calgary try very hard to build this Greenline (Building a bridge) over the Bow River

Good work!

VERY GOOD DESIGN AND CONVENIENT LOCATIONS

TO CONVINCE THE SCEPTICS. THIS IS NOT NICE, BUT MUST. (TO BUILD LRT)

"opportunity to enhance areas of city (centre street, 2nd Ave, Eau Claire Victoria Park to make more walkable, pleasanter spaces

prepare Calgary for future"

"Safety -> only possible with reduction of traffic on Centre Street.

(can Edmonton Trail 4th Street traffic be increased?)"

To create more BRT line to make people more convenient to go around. Suggested BRT routes [line drawing of a circle with intersecting lines showcasing routes]

Not easy for people to come to downtown. Parking is a big challenge

NO BRIDGE MUST BE UNDERGROUND LONG TERM IMPACTS

Properties values along Ctr. Street will increase

My friends + myself can travel from 16 Ave N. to Jack Singer Hall a lot comfortably, especially in cold weather.

- "Resist to change: for senior group or some . . .

"Environment group need to understand that birds + the likes will come back after things (construction get settle down"

"Maintenance on bridge – Calgary Climate – Prevailing Westerley Winds – River fog – tracks – (iced) flooding

Cost of Tunnel vs Bridge – Cost differential between bridge prototypes presented

graffiti on pilelongs.

Noise over the park – Shakespeare in the park (festivals are noisy but just for 1 or 2 days)

- Taking away a quiet place for calgarians/ fireworks Canada Day

- Wetlands – what is considered about the wild jewel.

- nesting – spring

- Noise for Residents – in Eau Claire – property values would have to be reassessed.

length of span of bridge – unlike LRT bridge straddling beside Louise Bridge.

- Tunnel under river – go above ground in Beltline

not even at street level – could be raised. 11th ave is not a beautiful street whereas Prince's Island is the jewel of the City's Parks.

Which bridge determines pilons and effect on parkland.

I am not in favour of a bridge over the island – know the thought is to connect more

How much money would be saved in a line did not go underground in the beltline – and the tunnel be built under the island being as Prince's Island is the Jewel of the Park System and 11th Ave is so non descript.

Thank you for your time.

[personal information removed]

I grew up here in the 50's and 60's and have a lot of knowledge about the island and surrounding area – My friend [name removed] is a descendant of Peter Prince. His brother [name removed] worked in the planning department of the City of Calgary. His sister in law was [name removed] late of the Calgary Foundation.

"

"Designs for downtown & beltline look fine, thrilled to see the plan is to go underground

Change for a great transfer point at 2nd St. and 7th & 8th Aves once the Red (& hopefully blue) lines are put underground.

Great opportunity to spur development along the CPR tracks east of 4th ST. (currently a wasteland in the heart of the city :()

* Thank you for the opportunity to comment"

Entire Greenline project is a Waste of money - objective is to move people and a BRT is Best and least Disruptive to Community.

my property values have declined significantly over the last 9 years since this project was proposed. How will this project improve my property value? I can see it decline more from the constant rumbling, noise, and vandalism that will result from the line.

"it is also very inefficient to have people offload from buses to catch a LRT from 16th ave to Downtown. It will be far easier to drive down and save the hassle

Will there be parking at the 16th AVE LRT Statio?? If not - nothing has been achieved. "

"Almost none [opportunities] as Route runs to Residential area. May help those in North get to Downtown + terminal

If Downtown still a destination when done."

Make BRT look appealing.

"Will make 17th Ave work look like a breeze. Disruptive, Expensive Planning Incomplete + Ruins a part of Eau Claire + Centre Street

Very little value

In 10 years autonomous vehicles???"

"No Developer would ever be allowed to disrupt a Park

Waterfront owners negatively impacted

Cost and Timetable Unknown. Much more work required

Took over a year to redo Pathway"

"March 7,2020

Green Line Committee Calgary AB

Dear Sir,

If alternation to the original approved Green Line plan is needed, please spend more time to consult with the affected community. Please show concerns and make changes to solve the problem. Current timeline for consultation is too short.

Since lot of people have concerns to have trains running through high density residential area on 2nd Street, please consider moving the bridge from 2 Street SW to 1st Street SE for the following reasons: - Train are not running next to high density residential area - 1st Street SE is a lot wider than 2nd Street SW - Bridge do not need to go over the park - Trains could go to downtown through tunnel to connect existing LRT. People can board on the LRT to go to other downtown business area if needed.

Please consider this option seriously as it could solve a lot of concerns of the affected area.

I don't think it is appropriate to include part of the north bound Green Line up to L6 Avenue in Phase 1 of the project when funding for the whole north bound Green Line is not available at the present moment: - Not too many people will benefit from just one/two Green Line stations on Centre Street as current bus routes with more bus stops are sufficient to help people to go to and from downtown in a faster and convenient way. - With reduction of 2 traffic lanes and the changes to vehicle turn movements, it will have negative impacts of the daily life of all people and business in that area.

Centre Street is one of the main roads for vehicles travelling from north part of Calgary to and from downtown and that's why lane reversals system is in place during peak hours.

It does not make sense to 'shift Centre Street N from being a primary commuter route to a street used more by local traffic' (as per information provided during Open House) in Phase 1. That cause too many negative impacts when there is no funding, no specific plan and no timeline to complete all the other stations in north bound.

Please build the south bound Green Line first as this is a new transit system in Calgary. The feedback from the users may help to build a better north bound Green Line in future.

Thanks

[name removed]"

"1. Not agree to build the Green Line.

2. Wast of money.

3. Underground is unsafe and will affect the at-grade high building.

3. Affect the city's safe. "

"Why would we get into contract with 90 day clause? Need certainty

BRT on 2nd Street is a better option.

Saves Park

Saves \$

Saves Stress"

"Don't do this project

Doesn't make sense here roads can be built there

Cost per passenger mile> between roads + LRT?

Why not carpool lane?

With telecommuting how many people are coming downtown still?

What about driveless cars?"

"Eau Claire - Partner with developer to create underground

Extra \$

Surface is not OK"

"Chinatown is already a problem with parking

Underground is the right way

7th Ave is not good

Invest in calgary's future

Surface depreciates property

Learn from Tokyo - good system"

NO BRIDGE MUST BE UNDERGROUND LONG TERM IMPACTS

GREEN LINE IS NEEDED

"Stop LRT at 7th

then go underground when \$ from 7 - 16"

"DON'T BUILD LRT ON SURFACE ON CENTRE - WILL BREAK MOBILITY NETWORK
DON'T DO IT"

Crossing from bridge to centre makes no sense go underground

Show me the numbers - don't believe the models

VALUES NEED TO BE CONSIDERED

"The one thing we said was no bridge

HONOR COMMITMENT"

"Would central park in NY ever do this

Bridge in park is short sighted"

"Bow river, park, pathway

nature is so important to everyone

so many visitors to the park"

This is all a fluffy piece of BS

"100 year project needs to be underground

feels like a done deal + no one is listening"

"Reuse the peace bridge for transit or something like that

train on surface is slow it needs to be underground

look up relief line in Toronto

Provincial budget is huge concern - won't get the \$"

"Looks like you are cheaping out - bridge

Toronto transit (ttc) bloor + yonge lines station - mistake

choke point

learn from that mistake

for 7 ave station

Denver look at it

get rid of cars + focus on transit "

"Toronto had street cars in center of street + cars going by

dangerous for pedestrians

Crossing centre street surface seems dangerous

don't like side running for impacts to street life it is more pedestrian safe

prefer siderunning"

"What if Harvard doesn't agree + can't use their land?

Stop at 7th ave underground

4 angry old rich white guys should not be able to derail project

looks like prioritizing business for underground instead of residential which makes no sense because
business goes home at 5 + residential is 24/7"

"pedestrian + cycling opportunity w/ new bridge
incorporate good design principles w/ bridge make it visually interesting
capture information on who is actually using transit "

For me and the people I know, the most important transit investment is to connect the airport to the blue line. That is the most important transit investment right now, Even if it was a shuttle, it's time to get quick access from airport to downtown.

"Prince's Island is a gem

peace + quiet

lots of wildlife attend of island

not lots of other wild areas in middle of city

bridge is too disturbing for people + wildlife

not right solution consider breaking north + south"

"BRT is more configurable can more more stops

get the developers to contribute to cover budget shortfall "

"Toronto, Halifax, Vancouver

make boards easier to find

17 ave makes skeptical because how run out of \$ for public realm

quality of life elements

businesses were hugely impacted

didn't get street trees + paving"

"park has highest usage

take care of our green space

wreck calgary's reputation

doesn't go far enough north to make sense right now - wait to go underground

park is formore than calgarians - tourists

it is loved worldwide"

"the park is valuable

an above ground train is wrong for the park

that is essential"

"do not disturb the park that is calgary's central park

so many events

it is so important don't destroy the park

legacy park you can't get it back

funded by tax payers

reallocate money to south line"

"Do it right - underground

wait until we have the \$

the damage could be permanent

spend carefully - economic times are challenging

do not destroy the park it is calgary's jewel

it's not about the noise"

My concern is not just with having a bridge, but also the everlasting work and maintenance that will necessarily occur.

Support a Side-running tracks More village-style setting on side-walk

Residents don't want to see "Right-left-left" turns - more traffic into community - have dedicated Left turn lane

What does it look like for emergency services using a single lane of traffic / LRT ROW.

IS THIS TOO INVASIVE? HOW ABOUT A STREETCAR?

Are we encouraging cyclists on the widened Centre St N Sidewalks? Pedestrian safety

Concern about backups with the signal - when it comes off and on to centre street.

Whatever was used for paving on the urban realm for west LRT lasted only a few years

Shortening the tunnel and increasing the length that is at grade is a huge step backwards, with a negative impact on the community! This will affect Calgary for hundreds of years and is not the project we should cheap out on.

don't like that vehicles cannot be shared with Red & Blue Line

Concern about vibration and noise impacting houses along Center Street.

This surface on Centre concept is the worst thing we've ever seen. All of the traffic going in/out of downtown won't fit on Edmonton trail or 10th.. There will be gridlock downtown

- Pushing traffic through community to facilitate left hand turns is a horrible impact on residents that already struggle with high volumes of cut through traffic.

-increased noise - congestion -decreased property values - Our neighbourhood is a quiet, quaint place where we care for our homes and each other - this erodes and will ultimately destroy this neighborhood & the property values & thus the property taxes gained from these homes.

Side running seems to be a much better option for keeping business pedestrians happy along Centre street. Much nicer sidewalks.

noise & reduced property values

Thoroughly support the trains being above ground - (as in Minneapolis) with lots of parks & wide sidewalks - Please make sure you spend the \$ and do it right the first time - it's an investment. And less cars on Centre!

TOO MANY UNCERTAINTIES AT THIS STAGE GO SOUTH RIGHT NOW AS FAR AS YOU CAN WAIT UNTIL YOU KNOW MORE SMARTER USE OF \$ BRT WILL WORK FOR THE NORTH TOO RUSHED TO GET IT RIGHT ON THE NORTH - IT NEEDS TO BE DONE RIGHT

The biggest challenge I see with this process is acknowledging the engagement that has taken place leading up to 2017 approved alignment. We are now being told above grade is only option and that we love it - select from the above grade options. Rather we should revisit options of (1) shortening (2) reducing stations, etc. instead of ignoring public direction and especially if cost is a concern.

We don't want people speeding on 8 AV b/c it appears to be wider. It already happens - young families have moved away.

How will noise be mitigated in the 100 block of Centre St N

If I decide I don't want to live here, b/c of people speeding, my property value will be lower

- increase curb appeal for adjacent businesses? NO - you are creating a virtual highway and I am not interested in living by or going to businesses by a congested transportation artery.

- Does not create "greater community traffic" it will remain a commuter lane, but one which will now be busy 24/7 - not just @ peak hours - all you are doing is decreasing the livability of our neighbourhood.

Crossover at 7th St from East to West should be preserved

How do you not run out of money?

SOLVE EXISTING PROBLEMS FIRST - SOCIAL DISORDER - 7, 8 & 9 NW - CARS, MOTORCYCLES along park & parties - What are issues? - sexual assault, parties, noise, trespassing

parking displaced from Centre St N will go onto residential streets and affect residents.

Concern that removing parking on Center Street will push parking into the neighbourhoods

Putting a signal on 8 AV will make it worse for people who live on 8 AV - seems like City does not care.

-> Left turns will be Limited, not good

Thinks the negatives outweigh the positives.

SIDE Running Train!

Why wouldn't we use the existing spur line by the LRT flyover the Bow River, to cross the river?

Side running trains to Protect People

West LRT had pretty pictures and posters too and then what was delivered do not live up to what was committed to.

Don't increase Property taxes.

-people will continue to J-walk across Centre St N like they do now/like happens on 7 AV SW (safety issue)

For people who have to keep driving (young parents), these impacts to traffic are devastating with no real alternatives

If we want to improve ped Xing safety, can't we just do it NOW? How does GL actually facilitate this and improvements more than what The City could do now

There is already a lot of cut thru traffic - how will we mitigate it when traffic is shunted off Centre St. N

Need 9th Ave Station

Find other ways to get funding so we can do the tunnel under Centre St N

In favour of postponing GreenLine construction until we can do it right the first time. (might have to wait until UCP voted out). Why? - because the interim proposal is less than tenable - train stops at btwn 15 - 16 Ave N & people change to BRT to north Calgary. If one is on BRT already don't want to get off above ground & change when could have taken BRT right into downtown - we will be stuck with that until . . .

Imagine a European citizen taking the train from downtown north go a few blocks and having to wait for a BRT in -20°C. - not a good civic planning look Calgary. - because - I live 1/2 block from Centre St N and do not want to hear the train running back & forth - cuts Crescent Heights community in half even more than it already is I want it to go underground where I can't hear it and it does not contribute to more city noise. - because the future is the train transport. so we must prioritize it for cities. - because Center St will be limited to 2 lanes and no bike lane forever next 100 yrs) - because bridge going across Princess Island could cause ice jams & is pretty ugly over a natural area - because the city transit goes through my community either way - above ground or below ground - we need a train stop to access train transport network in the rest of the city. A train to the airport is a must for a world class city like Calgary.

Underground from downtown to past 16 Ave worked because - lack of BRT bus turnarounds although that

can be solved by going a little farther afield. - the technology exists in the world and is reliable to put a tunnel through a rocky substrate in the water table - we do it all the time. - Because with increasing winds to be expected in the next 100 yrs along of above ground infrastructure is already at risk - especially bridge from west winds down the Bow River Glacial corridor. Safer underground. Recommendation. Postpone until we can get it right the first time. A lot of good design work went into that underground proposal. This does not have to be turned in a wicked problem.

Opportunities to improve pedestrian access to transit - make Centre St. Edmonton Trail and 16 Ave safer to walk for all ages, mobilities - clear snow on sidewalks in the winter

Feels frustrating that we've abandoned the long-term vision.

Must have five Bits

8th AVE NW already has way too much traffic for the street width/residential location. A light at Centre & 8th will only make this worse.

recreating nightmare of 36 St NE

Thinks centre running surface LRT works on Crowchild and Bow Trail where there is traffic capacity. Not here.

Abandoning underground feels like a loss of trust.

Not convinced this will help business - I don't patronize businesses on 7th Ave - and try to avoid even walking on it. It is grungy and often people just hanging around feel unsafe! This is the reality regardless of any architectural / design visions.

Residents in Crescent Heights walk. With cut through traffic decreases safety.

9 AVE STATION - potential to increase problems with crime, social disorder - limit easy street access to community

If move forward 9th AVE access is imperative for all residing in C.H. Community

* Why not use existing crossover to Bridgeland and go north from there instead of new Bridge over Bow River? *Must have 9 Ave N. Station for Crescent Heights businesses & for residents to use. * If putting new bridge do not spoil look of Centre St. Bridge in any way

Concerned that even NOW, turning left off Centre St. N is hard Concern it'll be ever more challenging.

concerned about increased traffic on 4 St to 12 Ave North. Would like to know future configuration. Traffic Safety.

Centre Station will Divide the Community

Noise abatement design for nearby neighbours

a 10% price increase is not significant in long-run (20 yrs, 50 yrs) but design changes that impact / divide community are

Where are 20 000 cars going to go while waiting for expansion past 16. 10 st & Ed. Tr. are already over congested.

-easy movement thru & across the community via cars - concern that this is maintained

- prefer / need for more time to evaluate alternative option to the surface recommendation.

-will there be short-cutting restrictions into the community - will there be noise mitigation?

- no safe crosswalks across the centre street

-centre street is too narrow -> put C-train on, eliminate opportunity to pass ppl

Cyclo-cable on Samis Rd.

-concerned that Centre St will be like surface train on 7 Ave downtown - still is a divide & takes away community feeling.

- concern about short-cutting & increased traffic in residential streets - traffic calming needs to be considered.

Side running is - safer for pedestrians - better for businesses as there will be more foot traffic by the stores that area.

- Need 9 Ave Station - Many businesses and residential in

It seems like there will be a bottleneck where the train ties in with Centre St. It is concerning to think of what will happen to traffic on (Samus Road) 2 Ave.

We chose to settle in Mt Pleasant for the convenience of driving a short commute to work. This is a neighborhood with many young families. School hrs leave us no choice but to drive. Edm trail & 10th St are not good alternatives. We need ctr street at 4 lanes & need lane reversal to handle the population in this area Delay project until there is money for underground to 16th. Surface is fine North of 16th ave as there's way less traffic as everyone feed to and from 16th Ave.

Instead of valuing the quality of the inner city neighborhoods & the tax revenue they provide the city - the above ground proposal will ruin the neighborhoods, reducing property value & property taxes.

Aleppo Shawarma -> during construction I am concerned about parking in front and the sign is there as well -> I would hope there would be parking maintained

Where are the traffic simulations that support fully reducing 2 lanes from one the main arterials into the city core?? - how does this impact: 1) cut through traffic into the community? 2) edmonton trail traffic?

Disruption to residents & businesses for no benefit.

Concern about idling at 16th ave

- If this can't be built underground then it should not be built - Eighth Ave already suffers from extensive cut through traffic & non-residents parking in residential permit areas - Erosion of quality of life in inner city neighbourhoods - \$ YYC can't afford this!! - Little valve for cost - removing on street parking will just push that traffic to residential streets - more comfortable sidewalks?? NONSENSE!

If we can't afford this to be built underground then it should not be built at this time! The presentations today confirmed this for us.

DO NOT PUT LRT ON CENTER ST - ACCESS FOR TRAFFIC WILL BE AWFUL - COMMUNITY IMPACTS

Will limitation be placed on traffic flow going south on 4th? Where does centre traffic go in future?

- access from neighborhood / to neighborhood - reduction of traffic will create traffic

Where will the 30,000 cars a day on Centre St going to go. Edm Tr. doesn't have capacity, and we need to know the traffic plan.

Centre platforms result in crime

In Crescent Heights we already have issues with parking that the City doesn't enforce. How can I trust the parking and mobility study will actually ever happen or ever resolve anything.

No place for bus connections at 16th Ave. Lots of bus ridership above 16th Ave N.

Uncertainty around alignment is hurting businesses.

Need tax rebate for businesses impacted

Financially unaffordable for usage at \$3.50 one way per adult. Uber Cheaper - cost friendly

ACCESS & EGRESS IN THE COMMUNITY WILL BE CHALLENGING - HOW TO DEAL WITH CENTRE & EDMONTON TRAIL BOTH BUSY - DON'T CONSIDER CENTRE IN ISOLATION FACTOR IN OTHER ROUTES - DESIGNATED SCHOOL ON EAST OF CENTRE IS IN RENFREW - TO GET ACROSS EDMONTON TRAIL WILL BE TOUGH

Don't build a train to 16th Ave until you have funding to go all the way north. You'll wreck prynces Island and wreck Crescent Heights for no gain.

Why hasn't a street level proposal up Edmonton Trail been offered?

We support our Councillor for Ward 7 but will vote against her if she supports an above ground GreenLine @ the next election.

- concerned about unintended consequences of people violating new parking opportunities (if change for Res to start term parking). Need for more enforcement.

-concern about short cutting & need for traffic calming in residential street.

9 AVE STATION IS A CONCILLOR PROMISE PARKING FOR BUSINESSES ON CENTRE AROUND 9TH HAS BEEN AN ISSUE

IF ACCIDENT ON LANE OF TRAFFIC OR MAINTENANCE ON TRACK WILL BREAK DOWN NETWORK SAFETY ISSUE

HARD TO GET DOWN EDMONTON TRAIL TODAY & YOU MAKE IT WORSE.

Don't want repeat of above-ground train on 7th Ave Wait for underground tunnel

Airport line would be more beneficial

Concerns over costs & timelines - inability to deliver

Why wasn't most of investigation done prior to ask (2017)

Look at what Edmonton has for the number of bridges! We want more bridges! Look @ what happened during the flood - more bridges would provide additional access

ALREADY USING 8 OR 12 SINCE 16 IS TERRIBLE MAY AS WELL TERNMINATE DOWNTOWN NEED TO SLOW FEEDER SYSTEM WALKING IS FASTER THAN TRANSIT TO GET TO EAST VILLAGE CENTRE STREET BRIDGE WITH SNOW & ICE & TRAIN?

SUSPENSION BRIDGE CAN'T DO 'S' CURVE - WON'T WORK BRIDGE NEEDS TO COME IN FURTHER SOUTH - 17 AVE SE BRT IS DOUBLE THE WIDTH - WON'T WORK ON CENTRE - WHO HAS PRIORITY ON 16th? NEEDS TO BE GRADE SEPARATED - CONFLICTS BETWEEN TRAIN & EMS/TIME

FINISHING SOUTH OF 16th DOESN'T DEAL WITH THE PROBLEM OF CROSSING 16th - BUSES TRYING TO GET DOWN CENTRE STREET 16 - DOWNTOWN WILL BE WAY TOO SLOWED DOWN - REDUCING CAPACTIY ON CENTRE IS UNACCEPTABLE - NUMBER OF TAXPAYERS TAKING TRANSIT IN CRESCENT HEIGHTS IS NOT HIGH - NO BENEFIT

TERMINATING SOUTH OF 16th FORCES PEOPLE TO CROSS 16th TO GET ON TRAIN - GRADE SEPARATION AT 16 IS IMPERATIVE - TIME TO DO CONSTRUCTION FOR 16 IS TOO MUCH - DO IT AS PART OF THIS - THIS IS NOT PRACTICAL FOR SUCH A WIDE SPREAD CITY - DON'T HAVE THE DENSITY

THE FURTHER OUT YOU ARE THE MORE YOU PAY TO USE IT - BUDGET FOR POTHOLES ON DEERFOOT - ALL NEEDS TO BE CONSIDERED - NO FLOW, DOESN'T WORK ON CENTRE STREET - MAKE THE TURN ON TO RIVERFRONT AND ON TO CENTRE STREET - 2nd AVE STATION HAS TO BE ELEVATED TO MAKE BRIDGE

TWO 90° TURNS FOR BRIDGE IS PROBLEMATIC - NO ROOM FOR PASSING OR TURNS TO GET ON CENTRE WITH BRIDGE - DESTROYING CENTRE STREET - TOTAL BUDGET 4.9 B STAGE 1 & EXTRA GOING NORTH / SOUTH DOUBLE IT - WHY DO THIS PROJECT?

WHO'S PAYING - IT SHOULD BE THOSE WHO USE IT - CURRENT BUS SYSTEM WORKS -WHAT DO I GET FOR 10B? - ELDERLY WILL NOT WALK TO 16th AVE - HOW WILL 7th AVE HANDLE ALL THE CAPACITY - FIRE HAZARD, EMERGENCY ISSUES - EGRESS ISSUES - WIDTH IS ROAD RIGHT OF WAY - NOT ENOUGH SPACE

Business Support Talk to the business Jim Harmony Lane. He's been through a lot. He previously tried to get a no-interest loan like they gave in Seattle but City hall shut him down. He'll tell you about how hard it was. Conversation with Phil Christianson and Ernie.

Business Support Go to Tim Hortons or any of the coffee shops around here. Talk to the guys drinking coffee there, the old guys. They won't approved this but they sure won't hear about this on the internet.

Business Support I am so worried about the businesses on Centre Street. They won't survive construction and won't come back after. Most small businesses are tied to the home. When the business goes the home goes next. It becomes a choice of food or paying the bills

If the city cannot afford building the train line in the best way possible (underground), it should not be build at this time. It is much more expensive to remove an existing infrastructure and rebuild it properly than to do it right in the first place.

Accessibility - integration of train with street - clearly marked & accessible street crossing for pedestrians

I would suggest we think of the core line as starting at 16th and getting as far south as we can from there.

* The ridership of this train - I don't think that if you build this surface train ppl will use it - I don't commute to work on a train because it adds time to my commute

- OVERALL - *Lack of Park'n'Ride - space Vic Park - unless you are going to build a parkade structure - which provides good revenue!

Generate opportunities for funding future projects - why does city release plans in advance of land acquisition? Could use this to fund projects

If you have the train underground it gives people space on the street. People need space to feel good and comfortable. It's what gives quality of life. Having the train on street will take away space and therefore quality of life. We can't add more space to the space we have. The train needs to go underground to allow us to use the space (little space) we have on Centre Street.

- Have to make GL accessible & convenient or people won't use it.

GO SOUTH - SURFACE IN BELTLINE & STOP BEFORE DOWNTOWN - WAIT FOR FUNDING TO DO NORTH SIDE PROPERLY - CENTRE RUNNING SURFACE IN BELTLINE - TECHNICALLY NO OVERHEAD WIRES - PUT IN TRACKS - IMPACTS PEOPLE WITH PACEMAKERS.

FORGET SOUTH AND DO NORTH WITH TUNNEL

Where's the cost / benefit analysis

Overall not happy with the process & communication

BEDDINGTON IS IMPORTANT DESTINATION FOR CHINESE COMMUNITY - THEY NEED THE TRAIN

Keep it up! The concept is sound & the alignment is good. Keep on pushing for this project!

BUS SERVICE FROM NORTH IS GOOD ENOUGH FOR NOW - DON'T SPEND \$ ON TRAIN

More park & rides at existing stations

CENTRE STREET REDUCTIONS TRAFFIC CUT THROUGH IS ALREADY TERRIFIC - PARKING MOVING INTO THE COMMUNITY ALREADY - NOT UNDERGROUND MAKES IT CHALLENGING FOR COMMUNITY - WALKABLE COMMUNITY IS IMPORTANT - TOUGH WITH SURFACE RUNNING TRAIN

Cost of usage for C-train NOT affordable.

Early: look at design Document: look at rules for construction - minimize duration of construction

Will there be property tax reductions for businesses during construction?

If no access to businesses and parking, businesses will struggle to pay rent. - Will there be parking during construction? - will there be compensation for impacted business?

- Will you have a sound barrier where bridge meets Centre St - will there be retaining wall.

9th Ave Station will be very Important to businesses and residents.

Shortcutting through to edmonton trail.

NEIGHBOURHOOD ACCESS TO HOMES AND BUSINESSES CROSSINGS AND CONFLICTS WITH LRT TRACKS & BICYCLES, PEDESTRIANS WITH FREQUENCY OF LRT TRAFFIC

Concern about multiple right turns to cross left.

Concerned Edmonton Trail is not adequate to take additional traffic. - Need to evaluate these parallel streets with changes.

I'm surprised and concerned that the traffic mobility study isn't being completed before Council makes a decision. I just don't think the volume will reduce on Centre St.

- What about Land being expropriated E & W.

Traffic increase on Edmonton trail will impact Winston Heights.

I do not support a 9th Ave Station because of the potential crime and deviant behaviour that will come to my home on 9th.

Spread of crime and antisocial behaviour up centre street along train line

The idea of not having a turn at 10th is concerning to me. This is how I typically get home to my home on 9th Ave now.

NO TO BRT - NO TO RUBBER TIRES EVERY FEW MONTHS INTO LANDFILLS - NO TO RUBBER TIRES THAT USE MORE ENERGY & COST MORE TO MAINTAIN WHEN COMPARED TO METAL LRT WHEELS.

The pedestrian crosswalk at 7th Ave & CENTRE NEED TO STAY. How will ALL THE ROTARY PARK USERS / BLUFF USERS CROSS CENTRE TO GET TO THE PARK / CRESCENT RD BLUFF?

If there's one thing to take away from this, we want you to know how upset we are by this change. People already cut through our residential areas: this will make it so much worse. I'm so worried about less space same cars.

Don't feel that any local residents will use the 16th Ave Station

Business owners on Centre St will be negatively impacted by disruption / esthetics.

"Long crossing" @ 10 & 12 are aggravated by Roads change in light timings

Centre Street Bridge can because a new kind of pedestrian corridor with cycling infrastructure

Increasing Density on Centre St. Will be key to maintaining a vibrant community on centre.

Hugely disappointed! - With the plan / timeline - With today's event - not really a lot of substantive answers - lots of deflating - No major open house north of 16th I wonder why! No platitudes please History - 20 years ago we were told LRT would reach 96 AVE N by 2020! Will it be another 20? Meanwhile S.E.W. - huge transit improvements N - where ridership is dedicated and financially supported we continue with more promisers. So Cal North Central subsidizes to the rest of the system. The reward of CNC - destroy center street - so sub standard public transportation and far worsened vehicle access to downtown. Nice Work Team!

-9th Av Station not needed because buses are adequate today - local bus service is good enough for the community or people walk / bike.

-Don't want to see 36th St NE repeated, going cheap solution. - rather see LRT underground, even if going over budget.

- concerned about increased taxes (due to property value increase) but LRT @ surface is going to be an inconvenience.

- LRT should be underground so it can get up North faster to service out lying communities.

What does Centre Street look like as a non-arterial road?

Transit on the side of the Street NOT straddling lanes on either side. Requires easier access for road / street levels.

BEING A PEDESTRIAN DURING LANE REVERAL AM & PM IS A NIGHTMARE. THERE IS POOR VISABILITY & OFTEN CARS DO NOT STOP - THEY JUST PLOUGH TROUGH. WE ARE A NEIGHBOURHOOD. - A GATEWAY TO CONNECTING DOWNTOWN TO THE northside - not a speedway

**What We Heard Report
Appendix D
Feedback Received Via 311**

The following are comments received through 311 listed by date received. Edits were made to remove personal identifiers.

January 29, 2020

Global news request for feedback through engage - citizen is a senior & not online. Wants Council to consider riders with medical concerns such as beg on oxygen & lung conditions or collapsed lungs. With a change in pressure from above to underground, these health issues can cause medical stress which can be fatal - & this seriously needs to be considered. Caller has a massive bulla (sp?) which is a big balloon with air on the side of her lung & any change in pressure including something like the Cochrane hill, it will rupture & she would die. She already can't take the other legs of the LRT and this will restrict her even further & she is not alone in her health issues.

February 3, 2020

Caller does not think we can afford the Green Line

What We Heard Report
Appendix E
Feedback Received Via GreenLine@calgary.ca

The following are comments sent in by email listed by date received. Edits were made to remove personal identifiers.

January 28, 2020

I was recently in Medellin, Columbia, and saw they used cable cars (gondolas) extensively as part of their mass transit system for their low income housing areas. I was wondering if it may be worth exploring their transit system for a cheaper alternative to the green line project.

We know gondolas are effective in Alberta, as Sunshine Village operates a similar system. With all the extra costs coming from either building bridges or tunnels, maybe a cable car system would be worth exploring. As well, there would be other cost savings worth exploring, such as reduced staffing costs, reduced maintenance and operating costs, and increased in service reliability.

January 28, 2020

I am repeatedly frustrated and frankly disgusted when I hear of the City plans for transit and general city vision. The LRT was poorly conceptualised from the moment the first line was proposed. It is a symptom of the problem: disparate visions, or complete lack of vision, for the kind of city Calgarians wish to live in and quality of life. For the sake of brevity, here are the broad strokes of the current issue as I see it:

The city and Calgary Transit seem to complain that people don't use public transit to the extent they would like or that there is an over-abundance of ridership from certain areas. This ignores several facts:

- The LRT was originally created above ground (for the most part) due to budget and geological/structural engineering issues when the city was relatively young and the population distribution, neighbourhoods, and roadways were quite different from what exists today.
- There were people at the time who wanted a "proper" metro system that took a vision for Calgary as a major city with a rich culture and vibrant city life into consideration, but this was labelled impossible. As a result an LRT system was created that does not serve all sectors of the city equally. It also does not promote pleasant ridership, any business opportunities in LRT stations, or pride in a real metro/underground that realistically deals with Calgary weather, limited daylight during the late fall to early spring months, or changes in how and where people are living.
- The lines/areas with reduced ridership exist because people hate, yes HATE, take Calgary Transit and will do anything to avoid it within reason and ability of their pocketbook. It is inconvenient, unreliable, disgusting to ride on, literally nauseating (busses) with routes, odours, overheating, non-functional windows, and zig-zagging drivers that force you to get off early.

-Now, the province is cutting the budget throwing a wrench in the City plans. The City of Calgary needs to cancel the expansion plans. CANCEL. Can you imagine if a home owner needed to expand or renovate their home, then found out they didn't have the funds required and insisted on the reno/expansion but simply tried to make it smaller or of lesser quality? You may think this

would be acceptable. It could be... with one caveat: that reno would only be responsible and wise if you were not creating a structural change that would impact any future renos. The current City plan is essentially a major structural change that impacts transit for at least the next 40 years. STOP! Do things right, do them once, do them with vision. The LRT needs to be completely rethought, a new long term plan that creates a modern city needs to be created.

Calgary needs to look at Montreal, Paris (France), London (England), Santiago (Chile), Mexico City, and New York to see what real transit that contributes to a vibrant city looks like. We should be able to get around the city mostly by train and do our shopping, socialising, and entertaining within steps/blocks of a modern metro. It should be an extension of what and who the city values, supports, and fosters. Transit can be much more than how people get from A to B. In fact, it is a message that a city sends its population and the message our city sends is offensive. So if you aren't going to do it right... at least don't expand on doing it wrong. Green Line Plan/Expansion is a joke and shows the immaturity and incompetence of city planning.

Hoping saner minds prevail,

January 28, 2020

Just saw the proposed re-alignment of the Green line. As a resident of Crescent Heights I am quite upset. The proposed surface alignment along Center Street is going to cut our community in two!

This area was finally developing some foot traffic and walk ability, through local businesses and an active community association. Your proposal is going to turn Center Street into another 7 Avenue dead zone. And the vehicle traffic on Center Street is going to be horrible, with the lane reductions.

And the noise of the LRT moving at street level, with all the gates and bells, is going to create massive noise pollution. An underground path would have been so much less disruptive.

Very upset by this. Will definitely be voting for any municipal politician who is against this expensive monstrosity.

January 29, 2020

Original figures showed largest ridership for greenline was in North and as we have expanded north of ring road demand is increasing. The answer?..? Get on a bus and ride to 16AV and then transfer to get downtown? Makes no sense!!! This all assumes trains can make it up from the river to Centre St. and what will be the cost to attain the land along Crescent Road and other properties as it work it's way over to Centre. None of these factors are mentioned in the media reports. Concern seems to stop at the Bow.

January 29, 2020

Hello, looking at the map of the new green line, I am wondering what will happen to the wetlands on Princes Island. It is a fantastic wild area and it would be quite upsetting to see it go. Many visitors are impressed with Calgary because of its commitment to parks and green spaces. I feel it is not worth losing. The benefits of the wetlands far outweigh the train line. I am sure most people would agree. And from an environmental view, Calgary will look like it puts the environment behind development. I would prefer to see better busing going up Center Street, save a billion and provide quick, easy and accessible buses.

For this short portion of the greenline, it is not worth losing a wetland over development. Also the beauty to all the visitors who want to take photos of downtown Calgary from McHugh hill. It is impressive but will be lost to a short commute.

Thank you

January 29, 2020

This new line would benefit me since I work right on 2nd street and 2nd avenue, but running the train across Prince's Island will destroy our beautiful city and iconic skyline. Whenever visitors come to see me, I take them up to Crescent Heights to walk along the ridge so they can see our skyline and the mountains. Born and raised in Calgary, I am proud of my city and love to show off how spectacular it is to everyone and anyone....but this project will forever change how beautiful Calgary is.

This is the first time I've ever emailed about a city project, but I truly believe there has to be a better option. Since I saw this on the news, I've been showing my coworkers, friends and family and **no one** is happy about it running directly over Prince's Island.

Please, please find another route for this train line. I feel this is a wasted email and my voice will not get heard but I have to say something and try.

January 29, 2020

I own properties at the River Run complex. I have done nothing but bust my ass to pay for these properties.

What is my value of my properties after a train runs through it?

The amount of taxes, insurance, condo fees, mortgage I have paid is insane. This is my choice.

This train ruins Riverfront properties as well, which is adjacent to us. They just moved in! And our garage is at the very end of 2nd St. How would we access our garage?

I pay about \$25k property taxes per year plus my income tax. I need some answers; this is garbage.

Do you realize people from all over the world stay at the Sheraton and the first thing they do is go to the park? I know this because I live there and I am the one who takes their photos on their iPhones.

What about the Wetland reserve that the city preaches about. Don't care about that anymore? A bridge over it will destroy it.

Prince's Island Park is the jewel of the city and you want to destroy it. Well done.

January 30, 2020

Thankyou for sending me the email update. When the line goes to north hill is it going under ground to 9 ave n where it will surface up center street? Would it be possible to put one more station downtown core say at 6ave and then moving the one that was to be put at 7ave farther down may be 9ave. Would these be too close together to warrant the cost? I do like the fact that the train is now going over the river instead of under.

January 30, 2020

I hope you are well. I am a civil engineer and from my perspective, I think it would be better if this project have any extension from the Calgary international airport and the hotel zones of NE. It will help the travellers to have an easy access to move all over the city.
Thanks for giving us the opportunity to share out thoughts.
Kind regards

January 30, 2020

We are strongly against the greenline on surface at the Eau Claire and Prince Island Park area. It will affect its peacefully environment and also create safety issue for the pedestrians. People enjoy the park by using 2 nd Street very often. It is too close to the Waterfront buildings. 2nd Street is a narrow street. The parking entrances of Waterfront and Eau Claire Market are also on 2nd Street. I am sure it will create more accidents if the greenline will be on surface. It is really unfair for the Waterfront owners and residents. More noise, and lower condo value will be the result.

Thank you for your attention.

January 30, 2020

I am responding to the newly announced route proposal for the Green Line. The bridge over Prince's Island Park, with trains running every 10 minutes severely disrupts wildlife and the overall enjoyment of the only green space in downtown Calgary. The environmental impacts are severe.

I think the City should strongly reconsider the route.

January 31, 2020

I'm very concerned about the new green line, particularly the part where it will fork off from Center street and veer towards 2nd street with a bridge.
Where exactly will the bridge go?
How high will it be?
Will it disrupt the views of the residents in the riverfront area and condos (who have paid a lot of money to live there and enjoy the peacefulness and view daily)?
How will the added traffic to the area affect the park and wetlands?

The description does not describe this part, which is a very significant part.

I look forward to a response.

February 1, 2020

I am strongly against the Greenline on surface at the Eau Claire and Prince Island Park area. It will affect its peacefully environment and also create safety issue for the pedestrians. People enjoy the park by using 2 nd Street very often. It is too close to the Waterfront buildings. 2nd Street is a narrow street. The parking entrances of Waterfront and Eau Claire Market are also on 2nd Street. I am sure it will create more accidents if the Greenline will be on surface. It is really unfair for the Waterfront owners and residents. More noise, and lower condo value will be the result.

Thank you for your attention.

February 3, 2020

Has the city considered the depreciation of Prince's Island Park once there is a train through it? What happened to the plan of making 2nd St SW mainly for pedestrians. It was a good plan. Now a train?

The amount of weddings, graduation photos taken at this park every weekend in the summer is epic. This park is not just important to the people who live here, it is important to all of Calgarians.

Do we even need this train? Let's say it's \$2 billion for just that segment crossing over the Bow and through the park. You could take that \$2 billion, invest it at 5-6% return and give \$20 to each commuter to take an Uber. Ok that was tongue in cheek obviously I just think the city is hell bent on this train and I don't know how badly we even need it.

The home owners at River Run want answers. I have Real Estate here that could likely be worthless. River Run has been here for 24 years. We deserve answers.

February 7, 2020

Usually comments are generally negative so I want to say I'm pleased with the new shorter tunnel.

I'm a proud Calgarian so I always want the best for our city.

One of 10 questions I read to a Mr. Thompson was crossing from the middle of Centre St to connect with the bridge over the Bow River. My thoughts would be to go under the West traffic lane. This also helps reduce the total decent angle into downtown. I would also have the same system of separating LRT cars from traffic as our current higher platform cars do.

I'm wondering if a Centre St bridge entry to downtown was considered?

Although likely more expensive to go under the CPR tracks it would have the 7 Ave stations closer to the blue/red line stations.

Although 15-25 years away, have you considered how the greenline would interfere with a redline downtown tunnel? Greenline Centre St on grade stations would be a solution.

I've heard the redline could run underground along 7 Ave. Any truth to this idea?

Wishing you all the best in your Greenline planning and construction 🙌.

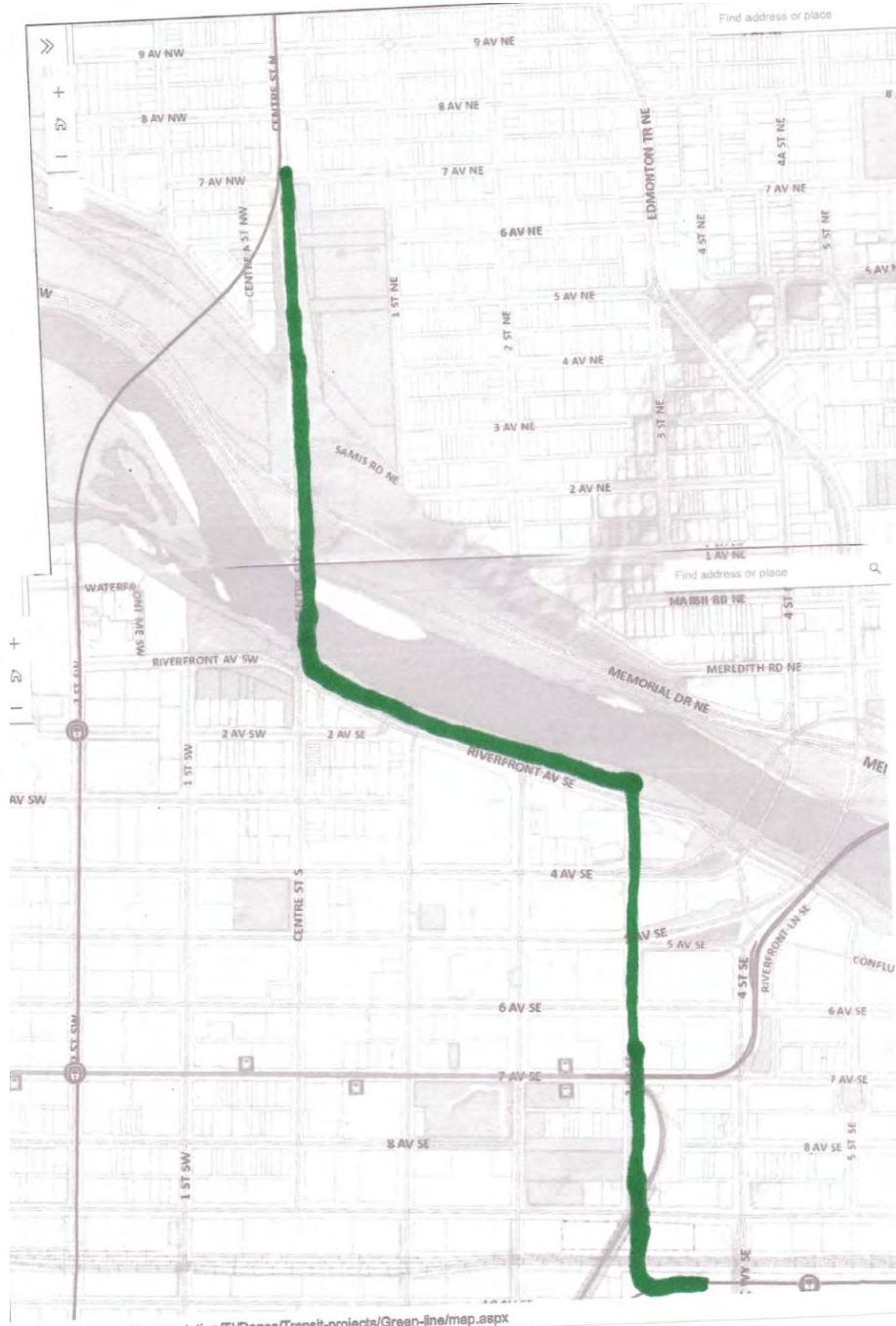
February 7, 2020

No My suggestion is for the Green Line to continue down Centre Street , cross the Bow River, along Riverfront to 3 rd Street then south to tie in where it is to head East before going South. This makes sense to me instead of what seems like a round about way to get the line going South.

I am sure a station could be figured out that would allow riders to change to the other trains.

The benefits :

- No need to tunnel
- Hundreds of millions in savings
- The City must have the plans for the 10 Street LRT bridge that goes across the river, may need some minor adjustments but the design is done
- Completion time would be sooner



February 7, 2020

I have a condo at the Waterfront condos at 2nd St SW and Riverfront Avenue. Access to the underground parking is along 2nd St, north of Riverfront Avenue. The proposed surface routing for the Greenline along 2nd St. will block access to the underground parking for the condo complex. What plans does the City have to provide access to the underground parking for the Waterfront condo complex.

February 16, 2020

The current plan for the Green Line is going to destroy local small businesses along Centre Street. Crescent Heights is becoming a hub for community and culture, and the construction of the Green Line is going to disrupt and destroy what local small businesses have been building.

February 19, 2020

I was unaware until yesterday that it is the intention of the City to run the Green Line through McHugh Bluff, the Memorial Drive Field of Crosses and then through Princes Island Park. This can't really be the plan, can it? We have so little natural beauty in our downtown area and the intention is to run an LRT line through it? Surely there must be alternatives. Please tell me that there are alternatives. I do not live nor work downtown but this saddens me as a life long Calgarian. I guess the next question is also, do we really need to do this as our industry (oil and gas) is dying and is not being replaced by seemingly anything else in the downtown core. Is this really going to be necessary by the time it is complete? I am not seeing any news about corporate incentives, or restructuring plans for the energy sector to adapt to a world more opposed to carbon every day. This seems very short sighted, abhorrently expensive and unnecessarily ruinous. Please reconsider.

February 20, 2020

Why not connect from Sunnyside then proceed NE up to connect with existing route at 16 Ave and Center St? On the South take off at Stampede and proceed along South bank of the river to existing route?

February 21, 2020

Thank you for your engagement with the community on this issue.

The recent project amendment now has the surface "alignment" along Centre St. North just past the bridge. A few points:

- Do you have a more detailed map/plan of the area around Crescent Heights which shows detail of the impact? The plan on the website is not that detailed and past videos and plans of course had the tunnel.
- The original plan (quite some time ago) proposed an underground station at 9th avenue N. Is there a consideration of having a level station at 9th avenue N? It seems the residents of Crescent Heights/Rosedale will have a lot of impact, but not much benefit. A station at 9th avenue would change that.

Thanks for your assistance.

February 23, 2020

Other than only occasional use during a period of about six years of car ownership in my late twenties, I've been a regular user (though not daily; I've lived a few years too close to work for that) of Calgary Transit for 40 years. I would like to see Calgary Transit's routes expand, its hourly coverage widen, its frequency increase, and its ridership double. Ideally, it would be paid for through carbon taxes. Ideally, public transit would be free.

The Green Line is one possible way of expanding and improving Calgary's public transit system. It would be sexy and comparatively fast, and it would draw in some new people. I would happily ride it, if it were available. I, personally, am not completely sold on it. Getting another train through downtown Calgary, whether by tunnelling or by building overpasses and bridges, will be

extraordinarily expensive. How many BRT buses could we run along the same route for the same amount of money?

In favor of expanding public transit,

February 27, 2020

My concerns for the Greenline is specific to the portion of Greenline which changed from underground design to above ground from North of the river to approximately where it goes back below ground.

I own an apartment in the Waterfront complex.

I attended one of your open houses.

After attending your open house providing information on the proposed Greenline expansion, I have the following concerns:

I think the portion of green line which uses above ground design from north of the river to 3rd Ave is a bad design for the following reasons:

- a, Environment - the light rail installation would completely destroy the Prince Island park environment from a peaceful/quiet park like setting.
- b, Noise - the rail cars would generate sufficient noise to affect every house hold on the 2nd street neighborhood to cause noise issues and subsequent degradation of property values.
- c. Traffic - with the installation of 2 tracks on 2nd street would likely won't allow easy access to the park, Eau Claire or Waterfront parkade. Furthermore, the few parking spots currently available on the street would likely be reduced/eliminated as well. This would also drive away the availability of parking space around the Eau Claire/Waterfront complex. With the additions of rail car in the neighborhood would likely cause more traffic issue during rush hours, since the intersection of 2nd street and 2nd avenue are used by a lot of cars during rush hour to access the lower level of Centre street bridge. At this day and age, no major city would expand a rail system into downtown without going under or above ground.

The original design which uses an underground design is a good design which would address most, if not all, of these issues. I think if Calgary cannot afford to build infrastructure the way it should be built, we should either come up with better solutions or wait till funds are available.

February 28, 2020

- In Europe and elsewhere Hydrogen Fuel Cell Trains produced by Alstrom are operating.
- In Canada there are Fuel Cell technologies readily available.
- A City-Corporate combined proposal to use such technology in Calgary would share costs.
- Elimination of the need for overhead power lines reduces height clearances and construction cost.
- Provision of Hydrogen fuel facilities allows other City vehicles to operate zero emissions compared to diesel.
- Carbon Fibre nano cell technology is used to safely store hydrogen fuel in floors/ceilings of vehicles.

- Calgary would lead Alberta in switching to the technology.
- Fuel cell units when not in regular operation plug into City facilities to produce mains power.
- Fuel Cells can be 'reversed' to produce their own hydrogen fuel where this is advantageous.

March 2, 2020

I have lived most of my life in Calgary. I grew up in Sundance in the deep south and went to high school Downtown. I currently live in Sunnyside and am an Engineer for a heavy civil and industrial construction firm.

I am writing today to express my concerns with the new bridge option over Prince's Island. Calgary has a unique and fantastic park in Prince's Island. There are not many cities with a large park area where one can go and get away from the bustle and hustle of a busy downtown core. While living in the deep south and either working or going to school downtown, Prince's Island was a regular stop for jogs, or just relaxation to find some piece and quiet away from the city noise. Prince's Island is also a very convenient and beautiful green space close to my current residence. We enjoy the numerous festivals and cultural activities that go on in the park. This is a green space that is enjoyed by **ALL** Calgarians and I feel it is in poor taste to add a clunky loud LRT line through a rather interesting part of the park.

My overall comment is to do this project RIGHT. I believe the RIGHT choice is to move forward with this project with an underground tunnel. If we don't have the money to do this project correctly at this point in time, lets just put a pause on it. I believe we would do future Calgary a disservice if we put our green line LRT through/above some pristine green space. Some current examples of Flyovers that do not work with pedestrian motivations in the city of Calgary are:

- 1) 4th avenue flyover off of Memorial Drive. Despite the recent renovations, there are still shadows and I rarely see people use the space.
- 2) Just across the river is the 5th ave flyover. Here is another shadowy portion along the river that can be a little interesting in the evenings. People do not stop and enjoy the river here.
- 3) C-Train Bow River crossing at Kensington. This bridge, despite the pedestrian overpass, does create a barrier in the area. Most people I know ignore the shadowy overpass and instead walk the extra block to 10th street. Note the shadows and barriers that the pathway along the river has to cross at this point. Here is another area that people do not stop and enjoy the river despite the pedestrian access across the river here.
- 4) consider the pedestrian underpass along the bow river at Crowchild trail. Here is another shady eye sore on an otherwise beautiful river walk.
- 5) Think about the Center street bridge interface with the river walk. How many people stop near the center street bridge to enjoy the sunshine and quiet of the river at or under the bridge?

With these examples in the back of your mind, please consider the shadows and eye sore that a new Green Line bridge over the bow river will create. If the bridge is built, the aura of that portion of Prince's Island will be forever changed. How much is that worth to Calgary as a world class City? Our society is putting a price tag on a diminishing resource (green space). In my opinion, this green space is priceless and we can wait until we have the funds necessary to build a tunnel under the Bow River as was initially approved. As a taxpayer, I am willing to put my money where my mouth is. Raise taxes if necessary to do the green line right and build a tunnel under the river. The RISK of a cost over run building a tunnel vs. the CERTAINTY of ruining a beautiful green space should make this decision very easy for all Calgarians.

There are a number of other issues that I see with this plan that I won't go into depth with including but not limited to:

- 1) Property values in the area, especially of the new condo buildings just east of second street and whatever new development happens in Eau Claire
- 2) Safety aspects of creating a shadow/dark area in a quiet park environment.
- 3) River Safety with even more piers/concrete.
- 4) Disconnecting the community of crescent heights.
- 5) Traffic just past 7th AVE N on Center street... Calgary just keeps putting more lights on our roads for some reason...
- 6) Prime Property acquisitions on Center A street and Crescent RD NW... There is prime multi million dollar real estate there for sure which would be better spent on a tunnel.

Thankyou for the time in reading my letter.

March 4, 2020

Hi guys, is this a possibility?

Both tracks on the right side, and then the left 2 lanes are for cars.



March 4, 2020

w when are you going to start the green line on Ogden Rd that we were promised 4 years ago or is it just a make work project for city hall workers

March 4, 2020

Unfortunately I am unable to make any of the public meeting times regarding the Green Line changes.

I have serious concerns about the proposed updates to the Green Line surface plan along Centre Street. As a long time resident of East Crescent Heights this design proposal will fracture the walkability of our community, where at any time of day you see pedestrian traffic crossing at all avenues from 6th N through to 16. Not only will this significantly reduce the walkability of Centre St. and community residents crossing between east and west but will likely reduce business traffic, as pedestrians face further challenges to crossing - this as the TigerSteldt block is seeing a bit of revival.

In addition, the rapid commuter transit concept is at odds with a streetcar-style LRT. If the intent is to indeed reduce commuter traffic a Nose Creek alignment would be more logical. Once at 16 Ave and Centre St. most mobile individuals could walk downtown in the time it would take to walk to station and get downtown.

Our City has repeatedly demonstrated that surface-based LRTs are eyesores, pedestrian inhibitors and do not create safe, inviting, walkable environments.

If the budget does not exist for tunnelling I would rather see the project delayed until such time as funds become available - or the Nose Creek alignment is further considered.

March 4, 2020

I believe the north leg of the Green Line should not be built until below grade construction to 16th Ave is viable - even if that's 15 years away. North Centre Calgary has acceptable traffic patterns and I don't believe drastically changing a major car transit hub (centre & 16th, and centre st completely) is well thought out.

Please scrap the north leg of the Green Line as it is laid out today.

March 4, 2020

First of all, your website is ridiculous....is this really where one gives feedback?

Click on this link below...and where does the engage page take you....unbelievable..

https://www.calgary.ca/Transportation/TI/Pages/Transit-projects/Green-line/home.aspx?utm_source=calgary-ca-homepage&utm_medium=other&utm_campaign=major_projects

Now the Greenline itself.

Get the line across the Bow...somehow...and then up Centre Street N...

DO NOT take away from the current Centre Street Traffic. Reducing the lanes from 4 to 2 is ludicrous...

Have you been to New York City....built the line, above the traffic on Centre Street...its that simple...

Need I say more...?

Never, have I seen such utter bungling of a project...and its proposal...

WHY?

Been to Chicago, Los Angeles, San Antonio....Miami? Boston...?

Lets get some proper planning...not this nonsense...

March 5, 2020

I am of the opinion, we can't afford this proposed subway line.

Coming from a background in the Construction Industry, I notice the direction is not a straight line going south and if there is a less expensive way of building, it would be a straight line.

I am sure there are reasons why it should be this way.

I have read in the Newspapers we may get a 9% tax increase this year or next.
I wonder where this all ends.

March 9, 2020

Well done to your team for putting together such a professional and informative Open House.

As discussed, a poll is up on the Crescent Heights Community Facebook page (private group, 461 members) to sample opinion on the 9th Ave N Station. I had seen previous messaging from the Green Line team that there was a split on opinion with respect to the 9th Ave N Station. That is NOT the case, the overwhelming majority (83%) want the 9th Ave N station to be reinstated. I want to ensure the voice of the silent majority is being heard in this consultation process. You will make the community very happy if you bring the station back.

Best of luck with your final recommendation to Council, and I'm hoping (like many in the community), the 9th Ave Station forms part of that recommendation.

March 9, 2020

I understand there are proposed changes to the green light route, to include a bridge over Princes Island Park and tracks through Centre Street, up to 16th ave.

As a tax paying resident of the City of Calgary, I strongly object to the re-route. The 2017 approved alignment is a superior option. The 2017 alignment leaves Princess Island Park intact, and will not hinder traffic from 16th ave, south into downtown.

The updated alignment will partition one of downtowns only green spaces. The partitioned corner of the island will reduce the usable park space, be a visual blemish on the park, increase noise, and create a segregated corner of the park that will inevitably attract needle users looking for an isolated public area.

Centre Street is a vital traffic route into downtown. There is a reason 3 of the 4 lanes are used in the morning and evening to facilitate traffic in and out of downtown. It is a vital corridor. To destroy the flow of traffic, to save the cost of tunneling is a mistake.

The 2017 approved alignment is worth the additional cost, to leave Princess Island Park, and Centre Street intact. Please vote the updated alignment down.

March 10, 2020

We recently became the developer of a site in the area of the future 16th Avenue Green Line Station. We are looking to develop the 30,000 SF site as medium density multi family residential.

We wish to contact you to express our concerns of having an above ground LRT station across 16th Avenue. This is a material shift from the planned underground station originally proposed. It was on this basis that stakeholders supported the project. I think this departure is going to cause lasting and incurable problems on 16th Avenue, which will remain a major thoroughfare for the city.

Above ground LRTs are basically just buses and function about that well for LRT passengers and vehicle commuters. In Edmonton it has created a monumental problem around Kingsway. The city is better off not having the LRT than with what they have installed there. It has constant traffic control issues and is notorious for missing scheduled times.

The station needs to be underground across 16th Avenue. The street is incredibly busy as-is. Hoping to add significant traffic on an LRT line is excellent but it needs to consider the realities of core arterials.

16th Avenue should be a focal point of density around the city and is really in a pocket where a lot of non-offensive density can be added along 16th avenue. The city's \$90 MM investment along 16th avenue has not yet yielded much development along the arterial – most development has been focused on 17th avenue. Doing this wrong is going to discourage development because fewer residents will be willing to want to live next to an unsolvable traffic cluster.

We believe in the area and in the long-term viability of the location as a highly-walkable, urban and connected location. But the infrastructure has to be done right. Jamming up traffic on an aggressive street is not the right path. An underground station with a safe tunnel or bridge for pedestrians is a far superior measure. Ultimately, I think this is the only way to safely connect pedestrians from Tuxedo Park to Crescent Heights. To get across the street right now, I have to jog. For someone with limited accessibility or with younger children, this becomes much more dangerous.

The spine of this community is along Center Street N, south of 16th avenue. The better that connection can be from the north – without hurting vehicle traffic is absolutely essential. This C Train station is going to share the responsibility as a major C Train station at the cross section of major vehicle traffic. That is okay (and can work to the benefit of the last mile problem) if traffic is not unnecessarily prohibited to flow with an above ground crossing across 16th Ave.

I hope that the team is taking concerns of the development community seriously on this.

March 11, 2020

WFGLO's (Calgarians) list of questions for the Calgary GreenLine Team and City Council – Please include these questions & answers to what is submitted to City Council

1. Time Line

- a. Why is the City in a hurry to get this new proposed line built?

- i. The consultation period for the 2017 approval was 2 yrs.
- ii. The consultation period for the new proposal to overturn the 2017 approval is less than 12 weeks?
- b. Why is the City putting the GreenLine in, in Chinatown, before the Chinatown development project is finalized?
- c. The tunnel option was chosen as the best option to the City of Calgary after two years of consultations and studies. Olympic Plaza floor was all decked out with the map of the option. The proposed change in that option is a closed-door decision without involving the communities openly and the new study only took a few months for the recommendation.
 - i. Please list out and present the assessments the City has done to all the different options?
- d. Why are is the City in a rushing to start a project, that a lot of us seem to disagree on?The City's argument is probably the longer we wait, the more expensive it will get. Spending more money to get it underground and do it right then rush it with a cheaper option is better.

2. Consultations

- a. Why does the City not to provide sufficient time for consultation with the most impacted stakeholders along 2nd Street to 16th Avenue N? It took a long time to get a plan approved based on having train running underground all the way from 7 Avenue to 16 Avenue N. The City should not make such a big change without adequate consultation.
- b. Why are the open houses not as widely advertised as the original 2015 GreenLine proposal?
- c. These open houses were scheduled weeks ago and only a select few received notifications of the schedule via email. Why?
 - i. Is it expected from those who received notice to buy advertising to inform over a million citizens of Calgary of the outcome of the Green Line Team's decision to change the underground alignment approved in the 2017 broad and its lengthy public engagement process?
 - ii. Is it not the City's responsibility to communicate with Calgarians?
- d. On Thursday, March 5, the day after the open houses began, an article appeared in the Calgary Herald. Should this not have been done in advance?
- e. Why is the City hesitant? Is it not confident in their proposal?
- f. Will the GreenLine Team report to the Green Line Committee in city Council Chambers on April 23 that the Team chose not to give the public, reasonable advance notice of the open houses so that busy Calgarians could plan even a few days ahead to participate?
- g. OR will the report only include the comments and the head count at the open houses as if they reflect, in any way or to any degree, the concern that would be felt by

citizens if they knew of the impending threat to their favorite park, Prince's Island, and the well-used and well-enjoyed Bow River pathway?

- h. Project staging
 - i. Match downtown commuter demand; recovery in employment and occupancy appears to be a long-time horizon.
 - ii. Staging would manage decreasing community impacts to improved alignment choices in addition to funding management.

3. Alignment

- a. Why must the alignment be one big one from the South to the North
- b. Why can't it be in 2 phases and DO IT RIGHT the 1st time with proper consultation and plans – re-dos are very expensive and voters have a long memory – elections are only a year away
 - i. Phase 1 – from the South to 7th Ave now
 - ii. Phase 2 – from 7th Ave to the North later after additional consultation
- c. In City (include Council) meetings, it has been stated that, if the proposed 2nd St SW over the Bow River to 16th Ave alignment is not done now, then there will be loss of ridership. However, in the Mar 4th Open House preview, it was mentioned that the ridership for GreenLine at 16th Ave will be the current Bus and transfer ridership. So,
 - i. The car traffic on Centre Street will NOT drop. How does this help reduce traffic on Centre Street?
 - 1. These drivers will find another route – 10th Street or Edmonton trail
 - 2. These drivers will not catch a bus from the North to come to 16th Ave as there is no park & ride on 16th Ave
- d. If the Greenline only goes to 16th Ave N, most citizens in the North will not benefit from it anyway for years. Citizens getting on a bus to get them to the 16th Ave would prefer to stay on the bus all the way to downtown. How will the City achieve its aim to reduce cars going into downtown?
- e. In the Feb 27th meeting with the WFGLO group, The City presented the notion that the Riverfront Ave SW would have less traffic since only one lane on Centre Street each way. However,
 - i. Riverfront Ave SW traffic comes from Memorial Drive through the under bridge of Centre Street bridge
 - ii. Where is this traffic going to go, as the proposed plan only allows for North bound traffic on 2nd St SW at Riverfront Ave SW?
 - iii. The rush hour traffic in the afternoon will be worse than it is currently which causes road rage. How much road rage is the City will to accept?
 - iv. Where are the bicycles going to go – on the side walk?

- v. None of your renderings so any bicycles on 2nd St SW or Center Street?
Why?
 - 1. Please show vehicles with bicycles and scooters on renderings
- f. Why can a tunnel not go underground between River Walk and 2nd Ave SW but can go underground at 2nd Ave?
- g. Can the North and South not connect with the existing lines crossing the river (Bridgeland)
- h. Many large cities with great transit have transfers even within central areas
- i. Chinook Station is 3 blocks away from where the people need to be
 - i. Why is 2nd street classed as the center of downtown?
 - ii. All of 7th Ave is the center of downtown so the alignment could be anywhere on 7th Ave
 - iii. Why not 1st SE? there is a lot of space there and a not residential impact.
 - iv. How will the red-blue interconnection limits be mitigated as contrasted to the park & community impact and cost of 2nd street
- j. How are you making sure that the Eau Claire ARP and the Chinatown ARP are being considered with this alignment?
- k. GreenLine is a new transit system in Calgary with trains running low on the street. It would be better to build the south bound route first. Get feedback from the users, see how the trains operate in Calgary's weather then build the north bound GreenLine with improved design.
- l. The City's is now showing that the alignment will be going through part of Eau Clarie and the River Run Condos, why not
 - i. Build the portal from River Run Condos using its parkade?
 - ii. Go across to the Eau Clarie parkade?
 - iii. Put the station underground at River Run or between River Run and Eau Clarie
 - iv. Carry on to 7th Ave underground.
 - v. A portal is proposed at 2nd St and 2nd Ave so what is the difference

4. Construction

- a. Is this above grade alignment estimating less than eleven (11) meter to resident windows from center line of 2nd street SW? See Appendix A below
 - i. What is the City's planning about NOISE IMPACT ASSESSMENT (NIA) to?
 - 1. Waterfront Site 1 Towers A B C & D
 - 2. Waterfront Site 2 Towers A B C & D

3. Waterfront Site 3 Towers A& B east of the cul-de-sac

- b. How is this above grade alignment of 40 tons train being so close to 1,000 units' residential towers CONSTRUCTIBLE?
- c. Please explain noise control process during construction when different type heavy machinery such as a) screw-piling b) hydrovac c) boring & shoring the bank will impact 1,000 units' residents around Waterfront Sites 1, 2 & 3 for years?
- d. What will the electrical cables look like both on the bridge and 2nd St? – NOT like the unsightly mess that is on the bridge over the Bow River at Edmonton Trail!

5. Vibration analysis, Structural analysis and physical building of Waterfront foundation analysis.

- a. The proposed above grade green line along 2nd street SW going north will be less than eleven (11) meter to the South-West corner of Waterfront Site 1 Tower B
 - i. Please provide prevention program for 1,000 units residents to avoid 'Structural deterioration' such as 11-year-old concrete foundation wall of Waterfront Site 1 Tower B when boring of underground GreenLine portal to overhead train line LESS THAN 11 meters?

6. Safety

- a. Construction on 2nd St SW will impact 1,000 units' residents. Please provide safety plans for
 - i. Pedestrian (especially senior citizens)
 - ii. Vehicle safety issues
 - iii. Traffic safety issues
- b. What are the City's plans for Waterfront Mews SW and Barclays Parkdale SW roads?
 - i. These are currently private roads not for City use
 - ii. Drivers will use these as a shortcut to get into downtown
 - iii. Residents at Waterfront and Eau Claire cannot afford to maintain such heavy usage of the roads
- c. The lack of separation of traffic between the trains and general public
- d. The area is filled with families and kids in the summer months.
- e. Drawings present a barrier-less train system from the pedestrians.
 - i. What happens if there is a fatal incident?
 - 1. Will it be at the time that gates to be added and train signals to be installed?
 - 2. Please put bicycles, scooters and pedestrians in the design.
- f. Will bicycles, scooters and pedestrians be added to the bridge design and how this will impact safety and other regulatory requirements?

- g. How at the 2nd street landing, this non-train traffic can interconnect to the path and 2nd street safely?
- h. Emergency Access
 - i. Does the design meet the emergency access policies for the changed road configuration?
 - ii. Does the City have all the emergency services sign offs?
- i. Will there be an LRT pedestrian crossing at 2nd Ave Station?

7. Environmental

- a. What kind and level of pollution footprint is the GreenLine going to add to the environment for?
 - i. All Calgarians and tourists visiting Prince's Island park and those residing the GreenLine's path
 - ii. The birds, fish, nature etc.
- b. Garbage, phlegm, cigarette butts are often found at C-train stations. How will this station be different?
- c. The underpass and pillars of the bridge often fall victims of graffiti and ideal locations for crimes. How will this be prevented?
- d. What are the crime statistics where are stations in/hear residential areas?
- e. How will the City deal with the extra garbage and graffiti issues to the buildings at Eau Claire, Waterfront and River Run?
- f. Destruction of the lagoon where so many vegetation and animals call home.
- g. The shadowing from the bridge will be permanent.
- h. Has the City gone through proper environmental studies before creating a proposal to have the bridge(s) going over the wetland during and after the construction?
- i. Any thoughts given to the long winding bridge of c-train running 100 + times /day will destroy the limited "Natural Beauties" asset of Calgary?
- j. Putting LRT bridge over iconic Public park and wildlife habitat and wetlands will permanently destroy its appeal with noise, air and water pollution. If the LRT can't be under the River don't do it. the general public's interest does not seem to be taken into account at all
- k. Does the Princess Island plan meet the wetland policy of the city?

8. RFP for the train cars

- a. When is the RFP going out to buy the train cars?
- b. Which companies are being asked to bid?
- c. Why are all the cars being purchase at the same time when the plan is still not approved?

d. How will the City ensure that the train cars purchased will work in Calgary's climate?

9. Access issues

a. The GreenLine and 2nd St/2nd Ave will block access to the Chinese Cultural Centre

b. Narrow roadway at Waterfront properties – how will the big trucks such as garbage, moving, recycling etc. be able to maneuver especially if the train is in the way

c. How will Emergency vehicles maneuver in such a tight road space?

d. What if there is the train in the way?

e. Where is the access to 2nd St station?

10. Budget

a. What is the funding model?

b. When will the funding be available from the Provincial and Federal governments?

c. How much is currently being borrowed?

d. How much is expected to be borrowed for the life of the project?

e. How much is the borrowing costs? What are the interest costs going to be?

f. Please provide a comparison of underground to on grade – it was mentioned in a couple of meeting that revealing the budget compromise the City's bidding process; but total dollars should not compromise bidding process?

g. Please provide the summary comparison of alternate routes so the public could evaluate the trade-offs not currently visible.

h. What economic analysis being done?

i. We're in the middle of the worst economy in decades (and it's about to get worse) so how can the city justify spending this much?

j. The maintenance costs associated with at surface and/or above ground development will surely be more than doing it in the tunnel/underground due to more complex infrastructure at surface level. It will surely offset the building costs in the long run. Has the City looked into that?

k. This is purely political decision to build such a short line for that much money? This decision makes no practical sense at all.

11. Emphasis on Transparency

a. In the recent Readiness Plan presented to City Council in February, the topic of recruitment of personnel for the "Program's success" was discussed. The accountability and responsibility of persons hired to assess the very initial Greenline are the key contributors to the original proposal and ultimately the approval of this Greenline route.

b. Since transparency has been repeatedly emphasized by the City, the City needs to assure the public that all those employed by the City and recruited consultants to

research whether this route really protected and enhanced the “economic, social and environmental well-being of present and future Calgarians” and that “processes, procedures and staff have the required project experience and other required elements not currently in place provide successful delivery program” as per the Greenline Readiness Plan Presentation

- c. As the persons who contributed to all aspects and factors leading to this decision, Calgarians need to be assured that conduct of due diligence ensured in the best interest of Prince’s Island Park, surrounding businesses and residents.
- d. What is the recruitment process in ensuring that the qualifications, process for Request for Proposals for exterior consultants from the very initial planning, conduct of due diligence, in determining the deciding factors for this Greenline route going over Prince’s Island Park into 2nd Street Eau Claire?
- e. What is the recruitment process in ensuring that the qualifications, process for Request for Proposals for exterior consultants from the very initial planning, conduct of due diligence, in determining the deciding factors for this Greenline route going over Prince’s Island Park into 2nd Street Eau Claire?
- f. How is the RFP selection conducted to hire external subject matter experts; such as the environmental real estate aspectributors to the original proposal and ultimately the approval of this Greenline route.
 - i. Were these consultants hired from within the city, outside the city? Are they local companies who understand the uniqueness of Eau Claire, Crescent Heights and Prince’s Island as a Calgary Landmark?
 - ii. Were these consultants hired for the real estate consultation - understanding that Eau Claire, Crescent Heights and Prince’s Island is Calgary’s upper scale core downtown area where owners and tenants pay for the location of being on a quiet park - and that while public transit and C-trains enhance value for neighborhoods in general; it is contrary to neighborhoods that have one of the highest sale medians in the City?
 - iii. Were these consultants referred to large companies or boutique shops; how can the city ensure that these consultants are objective, qualified and understand Calgary’s different areas and demographics?
- g. City is not being transparent on what the affects will be and how the decision is being made showing only the benefits with artificial renderings but disregarding true costs and public opinion

12. Noise (NIA)

- a. Waterfront Site 1 Towers B & C houses more than 20+ floors. As it is well known that sounds travel upward
 - i. The train noise will create tremendous impact to every resident in the complex of 1,000 units
 - 1. What is City’s plan/s to mitigate NIA for Waterfront / Parkside of 10 towers along 222 Riverfront Ave

- b. It was mentioned in the trains are low noise polluters, please provide a video of the noise from inside houses adjacent to the train as close as the 2nd street alignment is going to be.
 - i. What is this decibel level?
- c. Overall, the train is going to be too close for comfort and will affect the QUALITY OF LIFE for 1,000 residents that live at Waterfront
- d. Government of Alberta (Alberta Utilities Commission – AUC) have Rules 12 for Noise Control
 - i. What guideline will City's to use concerning NIA especially to (2nd floor, 3rd floor), all the way to top floor? As sounds travel upward.
- e. NIA will create mental health issues to 1,000 units' residents (including children and the elderly)
 - i. From the train operating every 15 minutes interval, 22 hours per day (88) times per day running along 2nd street SW
 - ii. From the GreenLine users waiting for trains especially at night
 - iii. From the maintenance crew performing inspections ad repairs to the track
 - iv. From the gates and bell signals – In the City meeting, Citizens have heard that none will be places but it is very obvious that there will be in the future – just as 10th where these had to be installed
 - v. Please provide the plan for residents around 1,000 units to prevent "mental health issues"?
- f. How can an LRT station be that close to the Waterfront apartments without violating noise bylaws? According to the City of Calgary website: "In Calgary, residents have the right not to be disturbed by noise." During the open house, they talked about the low-floor trains and side barriers but in the end it's still a large train passing by, to say nothing of the warning bells and announcements. It will still be very loud
- g. How will the City compensate the Waterfront and Parkside Condo owners to replace windows to noise reduction windows?

13. Quality of Life

- a. Quality of Life was in the original proposal
 - i. Why did the City drop this?
 - ii. What quality of life assessments are being done?
- b. The propose GreenLine will be approximately eight (8-10) meter/twenty-five (25-30) feet to building windows where local residents (Waterfront Site 1 Towers B & C WEST facing) will be impacted the most in terms of quality of life – visual impact, noise impact, vibration impact.
- c. How does the City propose to resolve these quality of life issues?

- i. Loss of property values as the legacy of Waterfront and River Run is now all Railyard.
 - ii. Loss of view. It is especially unfair for those who have bought the home facing the river.
 - iii. Loss of privacy. Residents from the ground to the 4th floor will need to lower the window covering. Reduction of Sunlight into the units
 - iv. Loss of income to the landlords as their units are way less desirable with the trains are so close to the building and 22 hours a day
 - v. Higher maintenance costs because of the vibration from the trains.
 - vi. Residents facing 2nd Street SW will be the most affected but all the condo owners will not be exempted.
- d. How will the City compensate loss in property values?
- e. Did you consider the effect this is having on residents living on 2nd St who are most affected by your decision? Instead of seeing the park and hearing the birds, we will only see and hear the train for almost 24 hrs a day once completed.
- f. What is the point of engaging when it seems like Councillors have decided already?
- g. Letters from Residents. See Appendix C Attached

14. Bridge

- a. Why does the City not to provide options for the location of the bridge? They should be able to find another place for the bridge which can eliminate the impact to the park and the high-density residential area on 2nd Street. We cannot accept that the current plan is the only option.
- b. What is the design process for the bridge?
- c. Is the s-curve the only alignment for the bridge?
- d. What will the elevation of the bridge be going South at the Bow River bank?
- e. If the tracks are at grade level when they reach Centre Street, then looking at Centre Street bridge South bound, it does not get to grade level till 2nd Ave SW
- f. If the bridge is lower than the Centre Street bridge how will flood mitigation work?
- g. How will the bridge effect the River Walk where the bridge is current slated to get to grade level?
- i. How will this be flood proof?
- h. When the train makes its way on and off the Centre Street bridge, the other traffic will have to stop to allow this to happen. As can be seen at 7th Ave and 9th St SW junction, trains turn at an incredibly slow speed because of safety and they do not coordinate to turn at the same time, the flow of the trains will create traffic chaos for the other vehicles including BRT 301, 300.

15. Federal and Provincial

- a. What is the status of the required applications, & which are these, under the Provincial and Federal acts?
 - i. Will these applications be publicly disclosed and if so, will the city post?
 - ii. Proponents of development are solely responsible for demonstrating adherence to all relevant provincial and federal legislation/regulations. However, upon the submission of proposed Land Use/Outline Plans, the Planning Authority will circulate the plans to:
 1. Alberta Environment – re: Water Act;
 2. Sustainable Resource Development, Public Lands and Forests Division –re: Section 3, Public Lands Act;
 3. Sustainable Resource Development, Fish and Wildlife Division – re: Wildlife Act;
 4. The Department of Fisheries and Oceans – re: Fisheries Act;
 5. Environment Canada’s Canadian Wildlife Service – re: Migratory Birds Convention Act and Species at Risk Act.

16. City Studies

- a. What studies were done for the following and please share them
 - i. Safety audit of the design. The design on 2nd street has no gates or barriers to protect pedestrians
 1. How can the stated design be reconciled against the 10th street experience of pedestrian fatalities prior to gate installation?
 - ii. Does the design meet sound or vibration constraints for proximity to residential housing?
 - iii. What are the ridership assumptions which drive the disclosed ridership numbers and route location selection?
 - iv. Please provide Vibration studies, structural deterioration as well as concrete foundation wall fatigue studies?
 - v. Which other studies were performed? What were the results?
 - vi. Property Values?
 - vii. Effect on wildlife and environment in such a sensitive area as Prince's Island park?

17. Other jurisdictions experiences

- a. Is the City of Calgary closely monitoring Ottawa’s experience with LRT and Waterloo-Kitchener’s experience with LRT?
- b. What if Ottawa's light-rail trains are actually unfixable? RTG’s maintenance arm, hired for the singular purpose of keeping things running, has been at it for nearly six months without success.

c. The Waterloo Kitchener LRT continues to have a rocky start with 1 pedestrian killed and LRT accident with car in the first 8 months of operation and train defects delay higher-frequency LRT service in Waterloo, Kitchener.

d. See Appendix C below

A -



B – City Wetland Policy - attached

C – Resident Letter –

I am beyond devastated on your new proposal for the Greenline.

I sold my house in the suburbs and moved to Waterfront to enjoy the wildlife and serenity of Prince’s Island Park. I specifically purchased my unit on 2nd St because the park is only steps away from our front entrance, unlike other Waterfront units. I wish it is our condos you are tearing down so I don’t need to hear and see the train everyday from now on. Buying the condo at Waterfront is the worst decision I have ever made in my life.

After visiting your information session and talking to one of your Planners, it seems the primary reason to use 2nd St is because it is most efficient in connecting passengers to connecting trains. I was in complete tears leaving the session. Did you consider the effect this is having on residents living on 2nd St who are most affected by your decision? Instead of seeing the park and hearing the birds, we will only see and hear the train for almost 24 hrs a day once completed.

You talk about engaging Calgary citizens for their opinion in order to maximize user experience of the Greenline and wanting to minimize the impact this will have. You can, of course, say you are minimizing the impact by going through 2nd because most people do not live on 2nd St. It sure sounds politically correct to say the City is engaging the public for their opinion, but at the same time, the Mayor is saying they need to get this project started as soon as possible. Or when my Councillor Druh Farrell said something along the lines of “originally freaking out about the revision but is now happy after seeing the new drawings”. What is the point of engaging when it seems like Councillors have decided already? There are many comments disagreeing with the new Greenline revision but are Councillors listening? It sure doesn’t seem like it and the website is nothing but a front. If Councillors or their families live on 2nd St, I highly doubt Councillors will support the revision.

I support the Greenline but only underground. If there is not enough funding, then don’t build it. Why are we rushing to start a project a lot of us seem to disagree on? Your

argument is probably the longer we wait, the more expensive it will get. I rather spend more money to get it underground and do it right then rush it with a cheaper option.

I sincerely hope all Councillors will take into account how this revised Greenline is detrimental to many residents living on 2nd St. and reconsider.

D – <https://ottawacitizen.com/opinion/columnists/adam-what-if-ottawas-light-rail-trains-are-actually-unfixable>

<https://www.therecord.com/news-story/9567302-ion-train-defects-delay-higher-frequency-lrt-service-in-waterloo-kitchener/?s=e>

March 12, 2020

I attended the City's scheduled public engagement session at Eau Claire market today and was disappointed that no one was present to engage with.

I attended personally in order to convey my strenuous opposition to the proposed bridge over Prince's Island.

Please see attached photo taken this time last year in the wetlands. This is a beautiful, precious natural spot. I realise this is a busy city, and I would not be shocked if the wetlands' future included some modifications, while remaining a park and greenspace. However, a bridge overhead will obviously destroy the wetlands.

Of broader importance, the proposed bridge would irreparably damage the value of the more popular west side of Prince's Island. The sight and sound of the bridge will be obtrusive to every part of the island and area. I live near the Sunnyside train station: the sound of trains passing by is a constant (I'm omitting the station sounds) - I can tune it out at home but could not in a greenspace. Nor could the wildlife or general tranquility that the island supports.

The ecosystem services of Prince's Island are immeasurable, to me personally and to the City itself. Ecosystem services can be defined as "the many and varied benefits to humans gifted by the natural environment and from healthy ecosystems" (Wikipedia), and they should be considered prominently in your planning process when this publicly significant greenspace is concerned. Prince's Island and area is my heart in Calgary. It is the place I can go and relax and feed my spirits. I cannot imagine living in a city without access to such greenspace. I daresay it is likewise the heart - and peace of mind - of Calgary as well. It is a tourist destination and a major draw for corporate workers on lunch breaks in good weather, and a significant number of people recreating on evening and weekends.

Incidentally, I recall one of the justifications for the controversial pedestrian Peace Bridge being the notion that no berms could be placed in the water. How can one then justify the berms of a massive train bridge?

A train bridge over any part of the island would be a terrible and irreparable mistake. Once again, I strenuously object to the proposed bridge over any part of Prince's Island. If you must revisit the routing, then revisit the routing. This is no matter to be sacrificing long term value for short term expedience.



March 15, 2020

I have been to the public information session at Eau Claire Sheraton and learned more about the Green Line revised plans. First of all, in my opinion, the Green Line plan is an unnecessary capital expenditure whether or not Calgary is in a recession. Movement of people downtown from the North is handled efficiently with a bus system.

Calgary needs a LRT to and from the airport. Most cities of a Calgary size has rail transport serving their international airports. Calgary has spent extreme Funds to improve the airport but no efficient way to move people to and from the airport.

Returning to the Green Line LRT going from 16th Avenue N over Princess Island, it is my opinion that the revised plan of building a bridge from centre street bridge entrance over Princess Island would really harm the beautiful view that we currently have from the bluffs. It would disrupt the wildlife that use the ponds in Princess Island. To visualize what the bridge will look like, just take a look at the bridge from Bow Trail. It is extremely ugly but since it goes over the industrial area is acceptable. The proposed Green Line Bridge will also be ugly and destroy one of the most beautiful views that Calgary has.

With this LRT project, centre street traffic will divert to Edmonton Trail causing more traffic and noise. I live close to Edmonton Trail and have trouble now driving out onto Edmonton Trail. It will be impossible once the Green Line project starts.

In my opinion, the purpose of the Green Line as it is planned is to move people to and from the south east of Calgary. It's best to start this line from downtown and head it south and eliminate the north part of the line. We need to preserve the beauty of the bow river and the Princess Island. It is not logical to proceed with the north part of line to move people such a short distance. If I lived in the North, I would drive and park rather than take a bus and then an LRT. This interruption in commuting would add time to my work day and lessen my commuting comfort.

Therefore, please consider my comments. As tax payer, I reject the City using my money for this project.

March 20, 2020

I would also like to comment that I went to an open house a couple weeks ago and I am very impressed with the information that was presented.

During the open house, I was intrigued at the philosophy for center street and turning it from a commuter street to a local street. If that is the philosophy, why are we not putting the line over the center street bridge? Would this not be more efficient than running a new line on a new bridge? I feel that having 4 lanes of traffic on the center street bridge is very useless if we run the green line down center street. We may as well have the portal on Center street if That street is going to no longer be a commuter road in and out of downtown.

March 24, 2020

I am writing to express my upset with the proposed route and construction design for the Greenline. I live in Northwest Calgary and have a concern with several issues.

1. At grade tracks: Calgary has done this before and it has proven to be a mistake. “World class cities” all either bury or elevate their tracks. At grade tracks increase the risk of accidents with both pedestrians and cars and create horrible messes with traffic. Why would the City spend a great deal of money to create more dangerous transit? Ending the tracks at 16th Ave with an at grade intersection will seriously impede traffic on 16th Avenue and open the door for more train/car conflict.
2. Ending the line at 16th Ave: As a resident of the north and someone who has used public transit to commute for many years, I resent that the track has been shorten so much as to be useless to me and other northern residents. The line was supposed to be “our turn” and instead it is now proposed to be a huge impediment rather than truly useful addition to our transit system.
3. Plans for Centre Street: At the moment Centre Street is the main commuter route for thousands of cars and public transit buses daily. (Traffic calming on 4th Street NW has hindered that route.) With 4 lanes (almost), restricted parking at peak hours, the brilliant lane reversal, and a major bus route, Centre Street manages commuter traffic admirably. The proposed plan to run the C train down the middle, removing two full lanes, destroys that. The need for buses will remain and where will all the cars go??? In a perfect world, we would not need cars, but we must acknowledge that we do need them. Destroying existing routes will not magically make all those cars vanish. Instead, it will force them to other routes, including through residential neighbourhoods, increase commute times, community complaints and driver frustration. All of that decreases safety on the roads.
4. Damage to businesses: it is no secret that businesses in Calgary are suffering. What will happen to the businesses in this area when it becomes even more difficult to reach them? Commuters will not suddenly begin to make use of those services. Instead, they are focused on getting home. People purchasing larger items will not find transit useful and will likely chose to engage their business elsewhere.
5. Inefficient transport: The vast majority of people using the public transit on Centre Street come from much further north than 16th Avenue. Ending the line there is of no benefit to them. Will they have to take a bus most of the way, and then transfer to a C train at 16th? Or will they stay on their buses and avoid the C train altogether? In either case, the very expensive new C Train does not benefit them at all. In fact, it will make the situation much, much worse for them by increasing the traffic volume as more cars are squeezed into greatly reduced capacity, slowing traffic for both cars and buses.
6. Disregard for cars as a viable, and often necessary form of transportation: The 2019 Driving Cities Index named Calgary as the #1 city in the world for driving. That is an incredible feat! This means that drivers in Calgary spend less time idling in traffic at a great cost to both the environment and productivity than anywhere else in the world. It is time to recognize the cars must have a place in our transportation plans, and keeping traffic running smoothly and efficiently is a worthwhile and necessary goal. This proposal does considerable damage to that goal by increasing danger of accident and certainly increasing travel time for all Calgary drivers in the north central part of the city. Instead of valuing this great achievement, this proposal seems to be actively striving to destroy it.

The population in north Calgary continues to grow rapidly with the ever ongoing addition of more subdivisions. It is not feasible to fail to recognize this growth and the need for improved transit to

downtown Calgary. The north has been very underserved by recent changes to public transit. This new proposal not only cuts out the vast majority of line to the north from the original proposals, but goes even further but removing the one current road that functions adequately as a funnel for downtown commuter traffic and makes it nearly impassable. It also makes it more difficult and time consuming to use 16th Avenue North. ***If you can't improve transit to the north, then at the very least please don't make it much, much worse for us. If this proposal is the best that you can do in the current times, then please, please, please don't do it at all.*** I am asking you to stop all work on this line until the economy improves enough that we can build it right.

April 7, 2020

When are you guys going to wake up, and not spend money on projects with no real value? This whole thing is just a pet project of someone in city hall, and we can not afford it!!!!!!!!!!
Get real people!!!!

April 9, 2020

There are thousands of people out of work *right now*. Maybe consider starting early ?

April 27, 2020

Has the City of Calgary done any ridership modelling in the last month to support the need for this Mass Transit project given the social changes due to the COVID 19 pandemic and the collapse in oil prices? Is there even a future for the oil and gas industry in Alberta? We have the Mayor of Calgary and the Prime Minister of Canada both with the same agenda, that is to pivot Calgary away from the oil and gas industry. This will radically reduce the number of people using mass transit.

In addition:

1. Because of COVID 19 and the need for social distance will people even want to ride on an LRT to commute?
2. As a good part of the down town offices are already empty and the push to decarbonise the Canadian economy, will there be enough people using the LRT to commute to work.
3. As many people are now working from home will the ridership drop even more.
4. The cost of this project has already doubled once (when it went from \$5B for 40 k to \$5B for 23k), how can we feel confident that the cost of this project will not go up again? Especially as the Bow River crossing in phase 2 will be very expensive.
5. Do we really need to spend \$10 or \$15B for a new LRT line when there will not be the ridership to justify it?
6. As the price rises, who will pay for the additional cost? the Federal Government, Alberta Government or City Hall? If it falls on City Hall how will the finance it? Will that be by raising the residential property taxes again in 2021 to 2027?
7. Why does the website not clearly show what the proposed cost are going to be for the full project?

I strongly suspect that this Mass Transit project is too expensive for Calgary to finance, plus there will not be the ridership to justify it.

April 28, 2020

I totally disagree with another BRIDGE OVER THE BOW! Underground is needed or hook the train to the present train over the Bow!

April 28, 2020

I would like to expand on the comments I submitted on the Green Line website.

Centre Street North

The Green Line LRT should be tunnelled under Centre Street from 24th Avenue N to the river bluffs for two major reasons:

1. Centre Street is a major commuting corridor for the northern half of the city. Derating this asset will push more traffic onto Edmonton Trail and 4th Avenue SE which is already restricted by the Memorial Drive traffic lights and the heavy traffic load already on 4th Avenue. Derating Centre Street will also push more traffic onto 10th and 14th Streets NW which are already at capacity trying to funnel traffic into the western side of downtown. The cost of upgrading these streets should be included in the cost of placing the LRT on the surface of Centre Street. In spite (or because) of being a major thoroughfare, Centre Street is a vibrant shopping & business district.
2. The Green Line is intended to provide an enhanced means of travel when the line is extended to the northern communities. Being in a tunnel along Centre Street means that the LRT will be able to travel much faster along this segment, probably saving about five minutes per trip. The benefits to the passengers in 10 years will add up to more than \$200-\$400 million cost of burial. The surface alignment will require lengthy waits at 12th, 16th and 20th Avenues.
We have the opportunity to get this decision correct now, instead of moaning how we got it wrong for the next 100 years.

Bow River Bridge

My preference would be to see the LRT buried under the Bow River to protect the natural and park spaces along the river and Prince's Island. However, I understand the cost of deep burial is too significant. The LRT bridge should have an appearance that complements the arches of Centre Street Bridge. Whatever bridge is chosen will detract from the beauty of the park and pathway spaces in a manner similar to the 4th & 5th Avenue flyovers.

April 30, 2020

I am sending my comments via this email as your website only allows for 140 characters - that approximately only 25 words. I fear you really don't want our opinions.

First I'd like to point out that you have presented a new concept/plan for the North Green Line during a period when at least half of that time we've been in a pandemic. Asking people during this time to think of anything but their safety and health and that of their family and their communities is insensitive and dismissive.

That said, I have taken the time to try to gather my thoughts on the new proposed plan.

Residential Traffic:

When asked what the city will do to prevent traffic from cutting through the residential neighbourhood of Crescent Heights the response was that additional studies would need to be done, but not until after approval. How can you approve a plan that doesn't have answers for the residents of Crescent Heights as to how we will be affected by traffic?

To be successful the proposed Green Line plan is already planning to rely on the use of residential streets of Crescent Heights to make it work. From what I understand, with this new plan, there are 3 ways that traffic may/will be directed through the community of Crescent Heights:

We do not want our residential streets of Crescent Heights to become inundated with traffic. Our community has high pedestrian utilization – people of all ages

(children, seniors, work professionals) moving through the neighbourhood to our parks and amenities and walking to and from work.

The Green Line proposal is not viable if it cannot be successful without imposing such traffic measures on our residential community.

The Green Line Ends At 16 Ave:

For how long will 16 Ave be the end of the North Green Line?

The plan currently has the trains stopping at 16 Ave N with no approved timelines or funding to complete it. There are no guarantees if and when it can be extended as it is dependent on future funding proposals and budgets.

Why create such disruption to our neighbourhood to run a train to 16th Ave N when you have no idea when you will be able to extend it? It's a train to nowhere.

Commuter Traffic Mitigation Strategy:

There is no commuter traffic mitigation strategy. Where are the 20-30,000 vehicles that travel on Centre Street each day going to go? I was informed that a broader plan will be done after approval – we need to know before approval to know whether it should be approved – whether it's do-able.

Calgary already has too few commuter arteries going north compared to the south, with a large portion of our population in the north. We need a train, but we need to find a way to keep those arteries open just as they did south of downtown Calgary.

Accessibility:

How will the trains be accessible if they are 14" from street level? No one at the open house could answer this for me.

With a standard curb height/height of the sidewalk being 6", does this mean that our Centre Street sidewalks will need to be raised to 14" to make them flush with the train to make them accessible?

9th Avenue Station:

I was informed at your pop up open house that transit doesn't bring crime to neighbourhoods. When I spoke to our city police they suggested just the opposite – that there is an increase in crime where the train goes.

There are too many questions without answers. As a long time community resident of Crescent Heights, I believe that the proposed plan to have the Green Line run above grade on Centre street will have a very negative impact on our community.

April 30, 2020

Submitted to the Green Line Project Team - April 30 2020

**Green Line LRT - Community Panel
Summary of Panel Discussions
Monday April 27, 2020 - 6:30 - 9:30pm**

Host: Chinatown BIA

Moderator: (Professional Engagement Consultants)

The participants represented Board Association stakeholders of the Eau Claire, Chinatown, Crescent Heights, Tuxedo Park and Northern Hills Community Associations and Business Improvement Areas.

Purpose of the Panel

To engage the Community Associations and the Business Improvement Areas in a collective sharing of information, perspectives, expectations and outcomes of the Green Line LRT – Stage 1 alignment and infrastructure asset decisions.

Only once at the outset (March 4 at the Telus Convention Centre), has there been an all-inclusive presentation to all community, business and owner / manager stakeholders which was all-encompassing of the entire Stage 1 alignment. As the Green Line Public Engagement closes on April 30th, this panel is the only other all-inclusive and all-encompassing group forum.

What Did We Share, Deliberate and Understand

General and Overall

The general consensus of the panel were:

- 100% belief that the Green Line LRT
 - Is a much-needed and overdue transit project for north and southeast Calgary,
 - Is a significant connector of people and place to enhance the quality of life of Calgarians,
 - Needs to be build as a 'legacy' infrastructure asset to fulfill desired outcomes over the longterm,
 - The Green Line Project is a tightly framed financial and time-based initiative that must be done right. It goes without saying that the Green Line Project must be built within available funds and effective risk management consideration. Therefore, there must be full and public disclosure of options of 'what's in' and 'what's excluded' in scope including full cost disclosure.
 - The public must be fully and regularly engaged in relations to project alignment approval, design, build and commissioning...again more information including cost estimates is needed

- Must preserve, protect and conserve the natural beauty of Prince's Island Park, the wetlands, and the Bow River within federal, provincial and municipal statutes, policies and standards,
- Must protect the ecological, environmental and living entities as best as possible,
- Must provide Calgarians a high quality of life, the preservation and protection of their personal property and wealth, and an effective, efficient mass transit system
- Must be in concert with other community and land use development initiatives including but not limited to the Eau Claire Area Redevelopment Plan, the Tomorrow's Chinatown Cultural Plan, and the Chinatown Local Area Plan,
- Must respect and provide fair (ideally future value) compensation of property where land acquisition of land sales is involved
- Many, not all, believe that Stage 1 of the Green Line LRT must be designed / built in segments starting with segments of greatest confidence and validation of cost and risk; this includes in order:
 - From Sheppard to Elbow River / Inglewood (no concerns)
 - Elbow River to Beltline (subject to Victoria Park property owner resolution of 10th vs. 11th Ave SE alignment)
 - Beltline to 2nd Street / 7th Ave SW (no concerns)
 - 2nd Street / Riverwalk (proceed only if following concerns are addressed:
 - Move the tunnel portal away from 3rd and 2nd Ave SW directly over 2nd Street to the Riverwalk, thus build a tunnel in its entirety of the downtown core
 - Avoid, if not eliminate, traffic congestion, on and off-street impact on 2nd Street plus 2nd, 3rd and Riverfront Avenue SW
 - Maximize potential for land, building, business and parking along 2nd Street and the Eau Claire and Chinatown community including Waterfront Condo, and the Eau Claire and Chinatown community including Waterfront Condo, QuadReal Property, and Harvard Property (i.e. Eau Claire Market and Plaza) development.
 - Provision of a 2nd Ave to Riverwalk located underground LRT station on Eau Claire / Harvard Property lands

** It should be noted that a couple of stakeholders expressed great reservations about downtown and 2nd Street development if negative consideration (i.e. undesirable bridge) for a Bow River crossing exists.**

- There are divergent options for support of the remaining segments of Stage 1 from Downtown to Centre Street / 16th Avenue North; specifically,
 - Prince's Island / Wetlands / Bow River Crossing
 - Development on the Prince's Island and the wetlands must be with minimal negative effect on the community, residents, environment, ecology, and property investments.
 - Development of river crossing via a tunnel is preferred but it is realized that it may be prohibitive due to funding constraints
 - Development of the bridge crossing must be considered to minimize the interruption of pedestrian/cyclist flow east/west (i.e. connecting Eau Claire, Chinatown, East Village); and must limit the negative impact on citizen's enjoyment of Prince's Island Park's uninterrupted natural beauty
 - Development of a bridge crossing must not impose a blight to the market valuation of property in the vicinity, the enjoyment of property by owners and residents, the physical and visual amenities that can contribute to the mental health challenges

- Development of a bridge crossing must not impose a blight to the market
- It is suggested that The City evaluate alternative Bow River crossing including:
 - A non-conflicting connection of the bridge crossing at the top of the Centre Street bridge to allow a free flow of north and south vehicle traffic from Calgary north to Chinatown and the downtown
 - A low profile bridge to minimize the visual blight
 - A multi-modal bridge to accommodate cycling, pedestrian use
 - A realignment of the bridge from 2nd Street SW directly north across the Bow River into McHugh Bluff at Crescent Heights to a tunnel to Centre Street.

It should be noted that Crescent Heights expressed reservation against a tunnel under the community due to environmental sensitivities

The Community Panel largely acknowledges that a bridge crossing is inevitable if a complete Stage 1 and 2 Green Line LRT remains the goal. Minimal impact of the river cross is most critical.

- Centre Street North to 16th Avenue
 - Development of Centre Street mass transit option is crucial to serving Calgary residents north of 16th Avenue. The 301 Express is one of Calgary's highest transit routes and many riders from the Northern Hills communities remain under served.
 - The City must immediately consider service level improvements from Calgary north communities whether this be short term enhanced BRT or longer term expanded BRT including dedicated roadway.
 - Any Centre Street BRT service would need to be maintained into the downtown core.
 - Centre Street LRT alignment is important to long term mass transit for Calgary North.
 - The direct community stakeholders in the Crescent Heights community aspire to develop a Centre Street urban realm that promotes strong neighbourhoods, prosperous business enterprises, vibrant main streets, and safe / protected neighbourhoods through great infrastructure public realm development, enhanced storefront retail / services, comfortable sidewalks and safe pedestrian crossing, and traffic calming measures along Centre Street and adjacent east-west avenue roadways.
 - The proposed alignment needs to include a robust traffic management strategy for both during construction and after project completion that addresses through
 - Indirect community stakeholders upstream at Tuxedo and above and downstream in Chinatown, Eau Claire and Downtown support aspirations of Crescent Heights development. These stakeholders hope Centre Street LRT development does not impair long term traffic volume and flow along this roadway into the downtown, otherwise traffic volumes will divert to 10th Street NW, 4th Street / 12 Avenue NW, and Edmonton Trail and impairing related community and business development.
 - Most prefer
 - An underground LRT alignment under Centre Street
 - LRT station in proximity of 9th Avenue N though this will introduce higher density, transit-oriented development considerations

- Completion of the Centre Street alignment with a 16th Avenue N intersection development including a terminus north of 20th Avenue.
- Require more information in regards to Center vs. Side running track and LRT stations south of the 16th Avenue station at Centre Street North alignment traffic on residential streets and does not create a blight on neighbouring main streets