

**TO: SPC on Transportation and Transit (Committee)**

**RE: TT2015-0149: North Central LRT - Centre City Options**

TransitCamp YYC (TransitCamp) is a nonpartisan registered society dedicated to executing citizen solutions for Calgary's transit challenges. Since 2010, TransitCamp YYC has engaged Calgarians in making transit better by offering analysis and solutions for public transportation issues.

As indicated in our previous submissions to this Committee, TransitCamp is pleased to see the progress Administration has made since 2011 in evaluating four potential routing options for the North Central light rail transit corridor in the Centre City.

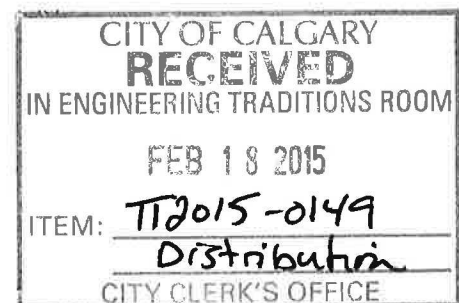
TransitCamp supports Administration's recommendation to further investigate each of the four options in further detail and report back before the end of 2015. Put simply, all four options are reasonable and more information is required before the Committee makes any final decisions. TransitCamp provides three recommendations for the forthcoming report:

1. **Consider additional factors** - Administration's report states that its forthcoming report, if directed, will consider factors including construction cost and quality of operations. TransitCamp recommends that any further Centre City report consider additional factors into a broader evaluation of the viability of the route alignments under consideration, such as: urban development, economic prosperity, environmental and parks impacts, heritage impacts and community well-being
2. **It is premature to eliminate options based on costs** - TransitCamp notes that Administration has prepared preliminary cost estimates of between \$600M and \$1.3B for each of the four North Central LRT routing options in the Centre City. While it may be tempting to eliminate or prefer options based on cost alone, TransitCamp submits that it would be premature to do so without adequate consideration of numerous other community impacts and benefits.
3. **Administration should rank options in its forthcoming report** - Administration proposes to spend approximately 6-months studying the four routing options. TransitCamp's view is that any forthcoming report should include rankings to clearly communicate Administration's recommendation of the preferred routing option, considering all factors.

Best regards,

Jeremy Barretto on behalf of TransitCamp YYC  
[transitcampyyyc@gmail.com](mailto:transitcampyyyc@gmail.com)

copy    The Mayor  
         All Councillors  
         All Ward Executive Assistants  
         City Clerks  
         Jonathan Lea, Calgary Transit  
         Mac Logan, GM of Transportation





Box 97, 1500 14 ST SW  
Calgary, AB  
T3C 1C9  
(403) 670-5499 ext. 3

RECEIVED

2015 FEB 17 AM 11:02

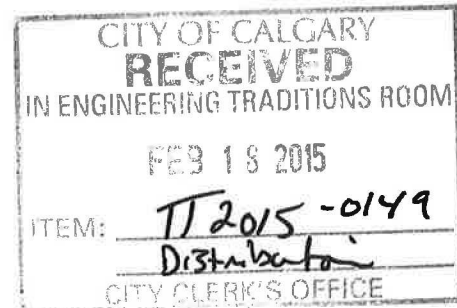
THE CITY OF CALGARY  
CITY CLERK'S

February 16, 2015

SPC on Transportation and Transit  
City of Calgary Municipal Building  
800 MacLeod Trail SE  
Calgary, AB

Via: Email

Re: TT2015-0149 North Central LRT – Centre City Options



Dear committee members,

Beltline Transportation Committee (BTC) is strongly in favour of the enhanced transit connectivity and options that the Green Line will bring. Connecting the two radial lines through Beltline provides Calgarians the means to interface with the urban centre. Green Line Transitway and eventual LRT help to achieve the multi modal vision for Beltline.

The Green Line LRT in Beltline is a key to achieving the multi modal, multi-use hub focused around 10<sup>th</sup> Avenue and 4<sup>th</sup> Street SE in East Beltline. This vision includes the highest order of institutional, arts, residential and commercial uses at Railtown, Stampede and the Elbow River brought together by a transfer station between Provincial high speed rail, Green Line LRT, local buses, high quality pedestrian and cycling infrastructure and the vehicular underpass. Keeping LRT grade separated in this area will keep cohesion and enhance the functionality of the transfer hub and all other land use components.

In the intervening time before LRT implementation, Beltline Transportation Committee looks forward to the opportunities presented by the Green Line BRT and Transitway. With transit-only lanes slated for 4<sup>th</sup> Street SW in Beltline, similar treatment could also be possible on 10<sup>th</sup>, 11<sup>th</sup> or 12<sup>th</sup> Avenues (10-11-12 corridor) east of 4<sup>th</sup> Street SW. This would enable an enhanced Southeast BRT. Other local routes such as routes 6, 7, 24 and 412 would also benefit. Given limitations with 10<sup>th</sup> and 12<sup>th</sup> Avenues, 11<sup>th</sup> Avenue is favoured by Beltline Transportation Committee for bus transit improvements.

Transit is an important spoke in the multi modal wheel in Beltline and implementation of the Green Line is encouraged.

With best regards,

A handwritten signature in black ink, appearing to read "Chris Larsen".

Chris Larsen, Chair  
Beltline Transportation Committee  
[transportation@beltline.ca](mailto:transportation@beltline.ca)  
403 670 5499 ext 3

CC: Councillor Shane Keating, Chair, SPC on Transportation and Transit ([shane.keating@calgary.ca](mailto:shane.keating@calgary.ca))  
Councillor Evan Woolley, Member, SPC on Transportation and Transit ([evan.woolley@calgary.ca](mailto:evan.woolley@calgary.ca))  
Councillor Gian-Carlo Carra, Member, SPC on Transportation and Transit ([gian-carlo.carra@calgary.ca](mailto:gian-carlo.carra@calgary.ca))



## Tuxedo Park Community Association

202 29<sup>th</sup> Avenue NE • Calgary, Alberta, T2E 2C1  
Phone: (403) 277-8689  
Web: [www.tuxedoparkcommunity.ca](http://www.tuxedoparkcommunity.ca)

February 18, 2015

SPC on Transportation and Transit

RE: NORTH CENTRAL LRT CENTRE CITY OPTIONS, TT2015-0149

My name is Tammy Maloney. I'm the President of the Tuxedo Park Community Association. In December 2014 our community association started working together with the Highland Park Community Association and the Thorncliffe-Greenview Community Association to ensure the North Central LRT project meets the needs of inner city communities. In January 2015, we expanded our alliance to include the communities of Crescent Heights and Winston Heights-Mountview.

This week our North Central LRT alliance met and reviewed the 4 options presented here today. As a group, we are in agreement that Crescent Heights requires two stops in order to meet the needs of its residents. In addition, public engagement has shown that our residents are strongly in favour of a tunnel. We therefore are here today to show our support for either option B or C. The depth of option D puts the Crescent Heights 9<sup>th</sup> Avenue stop at risk and option A isn't tunneled the entire distance past Centre Street Bridge.

With respect to Tuxedo Park, we have been informed by Jonathan Lea that for each of the 4 options the stop locations in our community would be at 16<sup>th</sup> Avenue and 28<sup>th</sup> Avenue. This means that the LRT will bypass the entire length of our commercial district. With this being confirmed, we'd like to reiterate our December concern about HOW the 'Community Principles' beyond transportation are going to be met.

HOW will an LRT contribute positively to our community's development and revitalization if it bypasses our entire commercial district?

HOW will it contribute to the character and cohesion of our community given that Centre Street already divides us?

HOW will it contribute to complete streets including landscaping, urban form, pedestrian and cycling systems?

HOW will it contribute to the vitality of businesses in our community by promoting business development and access?

At the Mainstreets workshop held this month for Centre Street our residents once again expressed their desire for Centre Street to become a vibrant, walkable commercial district. I believe this desire is in fact an expression of our deep human yearning to connect with one another. We want our coffee shops spilling into the streets, creating opportunities for us to meet. We dream of beautiful public spaces where we can get to know our neighbours. We have visions of our streetcars, that historically connected us to Inglewood, returning.

For this dream to become a reality, it will take more than just the expertise of Transportation. It will take more than the Mainstreets project that is spread thin collecting data on 24 main streets in Calgary. We believe the NCLRT represents an amazing opportunity for the departments at the City to work together to meet the 'Community Principles' of revitalization, cohesion, complete streets and business development along Centre Street.

We therefore recommend that a multi-departmental project team be formed with the goal of collaborating to ensure the NCLRT helps Centre Street reach its full potential.

Respectfully,

Tammy Maloney  
President, Tuxedo Park Community Association

