



Green Line LRT

Beltline Alignment Options

MAE Engagement

September, 2016

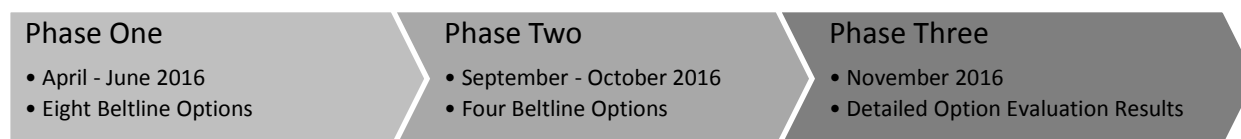
What we Heard

Engagement overview

The engagement strategy for the Beltline alignment focused on exploring the opportunities and challenges presented by different alignment options through the Beltline community, connecting over the Elbow River to the Inglewood/Ramsay station.

Stakeholders identified and engaged included local residents, community associations, business owners and business groups, local developers, major landholders in the area and interested members of the public throughout the city.

Building on the approach used to determine the Centre City alignment, stakeholder engagement was conducted in tandem with the technical, financial, economic, environmental, and community-focused study required for the detailed options evaluation. Engagement was conducted over three phases, with the project team narrowing the number of potential options at each phase based on a combination of stakeholder input and information gleaned from the broader options evaluation process.



What we asked

Phase Two engagement included two public open houses in September in the Beltline and Ramsay neighbourhoods, as well as online engagement at www.engage.calgary.ca. A workshop with local developers, business representatives, the Beltline Neighbourhoods Association, the Victoria Park BIA and major area stakeholders (Calgary Municipal Land Corporation, Calgary Sports and Entertainment and the Calgary Stampede) was also held in early October. Stakeholders were presented with the three short-listed Beltline alignment options and asked to share what they felt where the opportunities and challenges for each.

On October 4, Calgary City Council voted to continue to explore the 12 Avenue S tunnel option that had been dropped from consideration after the Phase One engagement and evaluation. This resulted in four options being presented to the public for feedback and discussion:

- 10 Avenue S Surface
- 10 Avenue S Tunnel
- 12 Avenue S Surface
- 12 Avenue S Tunnel



What we heard

All of the options generated conversations about potential opportunities and challenges. Major and recurring themes from this input included:

- **Traffic flow is a priority**
Every option generated significant conversation about the opportunities and challenges as they relate to traffic flow, as well as pedestrian and bicycle movement. In particular, concerns were expressed about interruptions to traffic flow east-west along 11 Avenue S and 12 Avenue S, as well as north-south traffic flow along MacLeod Trail, and the impact to the cycle track along 12 Avenue S.
- **More opportunities are perceived with tunnel options**
More support was expressed for the tunnel options compared to surface or elevated options. The most common reasons for the tunnel preference were to minimize impact on traffic flow and avoiding splitting neighborhoods and walking routes. The challenges associated with the tunnel options focused on user safety, cost, and lost opportunity for street-level revitalization.
- **More perceived challenges for surface options**
More challenges than opportunities were identified for surface level options. The most common concerns were about traffic disruptions. Preferences for surface options included the comparative low cost and the potential for business revitalization along the corridors.
- **Street-level revitalization is important**
Participants shared different perspectives as to whether surface options would provide the opportunity to revitalize streetscapes and adjacent businesses or would pose a challenge in the form of limited access, parking or negative streetscape impacts.
- **Little interest in elevated option or couplet**
Both of these options generated the least amount of conversation. Concerns about the elevated configuration focused on the potential community impacts and lack of accessibility. The main opportunities with the elevated configuration were the unimpeded movement of the LRT through the Beltline, and the minimal impact on traffic flow. The couplet also received minimal support and comment. Participants identified that, while it offered some traffic flow and bike lane opportunities, there were more challenges with traffic crossings and two impacted streetscapes.
- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.



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Next steps

Phase three engagement will include presenting the results of the detailed options evaluation to the public at an open-house in the Beltline Community, as well as online at www.engage.calgary.ca. Stakeholders will be asked to provide feedback on the results and whether there is anything else that should be considered when choosing a preferred alignment for the Beltline.

In December of 2016 the Green Line project team will present the results of the Beltline options evaluation along with a preferred corridor to the Standing Policy Committee on Transportation & Transit.

In the spring of 2017, the Green Line project team will present the recommended Beltline alignment as part of the full recommended alignment for the Green Line. This recommendation as well as the results of all public and stakeholder engagement will be presented to Calgary City Council in June of 2017 for decision.



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 What we Heard

Summary of Input

Q1 – What are the Challenges and Opportunities for this alignment, 10 Ave S – Surface?

Theme	
Opportunities	
More Common	<p>Increases development opportunities and public realm improvements on 10 Ave</p> <p>Affords fewer traffic flow impacts than being on 12 Ave</p> <p>Low cost</p>
Less Common	<p>Less potential impact on development opportunities and potential public realm improvements on 12 Ave</p> <p>Good connection to East Village and other current services in North Beltline</p> <p>Surface offers better accessibility</p>
Constraints	
More Common	<p>Traffic congestion and flow concerns (General)</p> <p>Traffic congestion and flow concerns (on Macleod Trail)</p> <p>Traffic congestion and flow, or parking concerns (on 10 Ave)</p> <p>Poor integration with existing communities of Beltline, East Village & Victoria Park</p> <p>Suggesting a tunnel</p>
Less Common	<p>Limits development opportunities and potential public realm improvements on 10 Ave</p> <p>Too close to 7th</p> <p>Concerns about user comfort and experience</p> <p>Land ownership issues</p> <p>Noise Concerns</p>
Neutral	
<p>Other</p> <p>Route and construction suggestions</p>	



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Q2 – What are the Challenges and Opportunities for this alignment, 10 Ave S – Tunnel?

Theme	
Opportunities	
More Common	<p>Offers better vehicle, pedestrian, and bicycle traffic flow</p> <p>Generally like (no other input)</p> <p>Offers improved transit flow & better connectivity</p> <p>Benefits of tunnel outweigh costs</p> <p>Will have less negative impact to development opportunities and public realm than being on 12 Ave</p> <p>Provides good integration with Beltline & East Village</p>
Less Common	<p>Better user comfort/experience</p> <p>More cost effective tunnel</p> <p>Good access to Saddledome / Stampede</p> <p>Increases development opportunities and public realm improvements on 10 Ave</p>
Constraints	
More Common	<p>Poor integration with Beltline community</p> <p>Cost concern</p> <p>Land ownership challenges</p> <p>Other/More stations</p>
Less Common	<p>Too close to red line</p> <p>Limits development potential on 10 Ave</p> <p>Suggest 12 Ave tunnel</p> <p>Concerns about user comfort/experience</p> <p>Desire for better integration with existing red line</p> <p>Construction Impacts</p>
Neutral	
	<p>Other</p> <p>Route & construction suggestion</p>



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Q3 – What are the Challenges and Opportunities for this alignment, 12 Ave S – Surface?

Theme	
Opportunities	
More Common	<p>Good integration with Beltline & EV & Vic Park</p> <p>Potential for greater public realm integration and development</p> <p>Better transit flow & connectivity</p>
Less Common	<p>Work with Major Stakeholders</p> <p>Cost</p> <p>Surface is accessible</p>
Constraints	
More Common	<p>Traffic Congestion (General)</p> <p>Traffic Congestion (MacLeod)</p> <p>Traffic Congestion and Parking (12th)</p> <p>Traffic Congestion and Flow (Inglewood & Ramsay)</p> <p>Suggest Tunnel</p> <p>Impacts to cycletrack</p> <p>Concern about business and public realm impacts along 12</p>
Less Common	<p>Change station locations to provide integration with Beltline and Victoria Park</p> <p>Noise Impacts</p> <p>User experience & safety</p>
Neutral	
<p>General Suggestion</p> <p>Question/Concerns about bus barns</p> <p>Other</p>	



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 What we Heard

Q4 – What are the Challenges and Opportunities for this alignment, 12 Ave S – Tunnel?

Theme	
Opportunities	
More Common	<p>Least impact to traffic flow and congestion</p> <p>Good accessibility and integration with Beltline, East Village, and Victoria Park neighbourhoods</p> <p>General Positive</p> <p>Benefits of tunnel outweigh costs</p> <p>Doesn't impact cycletrack</p>
Less Common	<p>Integration with Saddledome / Stampede Grounds</p> <p>Less impact on the neighbourhood</p> <p>Supports revitalization and development</p> <p>Good for safety and user experience</p> <p>Less noise</p> <p>Better train reliability and travel time</p> <p>No need to follow grid</p>
Constraints	
More Common	<p>Cost</p> <p>Doesn't serve west Beltline</p> <p>Doesn't serve East Village</p>
Less Common	<p>Impacts to business</p> <p>Concerns about accessibility and user safety</p> <p>Flood risk</p> <p>Poor integration with other transit options</p> <p>Needs more stops</p> <p>Generally against</p>
Neutral	
<p>General Suggestion</p> <p>Other</p> <p>High Speed Rail</p>	



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What we Heard

Verbatim

Option 1 – Constraints

Crossing at Macleod Trail will slow traffic and has the potential for collisions

At grade crossings through the core should be limited because all it does is make it both worse for traffic and pedestrians and the train.

At grade 1 St SE and MacLeod @ 10 will cause standstill in already congested area. Timings for N & S traffic lights will be uncoordinated.

Option 1 is the worst out of all the options. The impacts that it would have on existing traffic would be horrible. Absolutely NO.

Backing onto CP rail land is problematic as they are famously bad custodians of their land. It will create a wasteland around the Greenline

There's a stretch of land on the south side of 9th ave that has been for sale for years. Buy it, run the Greenline along 9th w/ new bridge

Intersection over MacLeod Trail is not ideal, could cause congestion and traffic problems. Same issue as Option 3.

Surface train will slow down traffic and the train. Let's not repeat the nonsense we have with 7th avenue.

At grade crossings

Station lengths

Future downtown expansion (having more growth in the area limited by surface transit)

I live in the guardian towers

2nd choice

Impact to business access

Eye sore

Maintenance

Safety

Noise

Terminals

Depending on the future plan for 10th street and traffic study. Keeping the train underground a little longer might be good investment.

Street level crossings North and South of downtown (especially on 1 Street SE and MacLeod) will increase congestion due to waiting for train



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What we Heard

Street level crossings North and South of downtown (especially on 1 Street SE and MacLeod) will increase congestion due to waiting for train

Interacting with Macleod would result in bad experiences for both transit and car users. Less interaction between cars and train = positive

While this may be the cheaper option, the better option is the tunnel. This option interferes with vehicles, pedestrians, bikes, etc. Slows LRT

It would be nice to see the south station be of some use to the east village.

At grade on 10th would create greater traffic congestion, pedestrians would have to wait on the LRT. At grade is not pedestrian pretty.

The delays and inconvenience of no tunnel won't be worth the money saved.

I'm not sure on my own I understand this map, I've been here 21 years. From what I can understand it's nightmares in the making.

Negatively impacts MacLeod & 1 Street SE intersections (north-south traffic) but keeps west-east traffic flow unaffected. 2nd best of the 3

This would truly be a nightmare for residents of the beltline area, getting to the deer foot during morning hours would be too long

Not a good design as it crosses 1 St and Macleod at street level. Will cause major traffic problems.

One thing that I consider when I commute on the red line is will I be cold? If I will I don't use transit downtown. Above ground is cold.

We don't need more trains level crossing over major routes like elsewhere in the city. Roads need to flow, especially Macleod Trail.

Transit dev. in the core should support increased density on a horizon of decades. Above ground does not. Bring back 12th ave tunnel.

Not an option. Impact to 2nd St and McLeod
Underground works.

Having level crossings on Macleod, 1st SW, and 1st SE only three blocks apart (10 av vs. 7th av) seems like it would cause problems

This is going to make driving north or south on MacLeod Trail into or out of the downtown core a disaster.

Besides the traffic problems already noted, it would remove any potential for non-commercial or mixed use development along 10 ave.

With railway already along 9th, this would add additional noise to residents in the buildings along 10 ave.

Poor choice. Will slow cross traffic with no real benefit as local area development is limited by cpr lines.



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What we Heard

Too close to downtown, right on the edge of the beltline. You might as well build it under Stephen Ave, or along the CPR line.

As much as possible should be underground-reduce traffic interruption, and train delays; reduce noise and possible accidents

I think over land is no option due to traffic being stopped like on 7th Ave sw, cross streets.

Surface crossing on Macleod might be a tough sell. Portland seemed to have it figured out.

Level grade Macleod Trail crossing is going to be a problem.

Doesn't make sense to have 2 train lines only 3 blocks apart and not improve stations access further South for Beltline/17th biz/residents

Interacting with Bicycle traffic at Olympic Way.

A surface line is a terrible idea that is short sighted. To accommodate future growth a tunnelled option allows for future density.

Surface routes through downtown interrupt fluid movement of all types of transport. No need to add more crossings & congestion.

A surface LRT faces the same challenges that 7th ave surface currently contends with. Accidents and slowing traffic are a couple.

Downtown definitely should be under ground and 10th ave station option is poor walk access. Should go to 12 ave improving nightclub access.

I'd worry about accessibility to pedestrians when the platforms are along the CP tracks. Will they be easy to get to?

Underground is best, traffic is difficult downtown. 10th Ave is only 3 blocks from 7th. Very few crossing over CP tracks from South.

Too far north, and ignores Beltline residents. People who actively support an urban lifestyle yet have no easy LRT access.

Using a surface route in DT Calgary is totally ridiculous. These are among the most congested roads during rush hour(s). Not feasible.

Less desirable option- more impacts to existing buildings, infrastructure, and traffic flow

Street is narrow so sidewalks may be reduced in width and street parking may not be possible.

12th Ave makes more sense simply because more people live near it.

how is there space on 10th ave to make room for surface LRT? will parking be removed just like how bike lanes took away street parking?

If not going 12th, this option at surface is better. 10th has less opportunity to redevelop on both sides so less ROI.



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This option would cause issues for northbound McLeod trail. The main access to downtown coming from directly South shouldn't be hindered.

Crossing @ ground level across McLeod will cause major issue with traffic delays. We are still a car town.

Issues w/ crossing McLeod Trail above ground, in addition to using 10 Ave (busy commuter road with limited road width; 2 lanes).

This is the second worst option. Having the C-Train cross Macleod Trail at surface is the worst idea of all.

Horrible option

At grade MacLeod is just not wise. It's going to be a night mare at peak times. Look at 25 Ave

Like the idea of a path like European above ground lines, however based on experience of 7th Avenue it will just create a dead street.

It is too close to the existing lines and will be redundant, it should be on 12th. Crossing McLeod Trail at grade is baffling.

Surface level line will create way too many traffic issues and is a bad idea.

too close to 7th ave. Less opportunity to have residential /commercial access/development on either side. Surface crossing of macleod

If this creates a level crossing over MacLeod St, it will be more disruptive to traffic. Better if can be over pass over MacLeod St.

Too close to already existing Red Line which is just a few blocks north

Not very accessible to Beltline residents. Disrupts vehicle traffic on Macleod Trail. As a Beltline resident, I do not like this option.

My concern with option 1 is that it will block traffic on centre street and macleod trail. I propose overpasses on these.

OK option, if this uses the same lands along existing CP Rail right of ways. No, if it creates surface level crossings and disrupts traffic

Crossing McLeod Tr (NB and SB) at a level crossing bad for traffic. A collision can shut down LRT and McLeod Tr.

Too much LRT concentration between 7 Ave & 10 Ave. Way too much on street congestion in a small area of downtown. Worst of all 4 options.

Above ground train on Macleod will create a lot of traffic for commuters coming in and out of the core for anyone living in the south.

This will create chaos downtown. LRT NEEDS to be underground as much as possible.

Surface line will wreak havoc on downtown traffic; potential noise disruption to residents. Also potential for bad accidents at Macleod Tr.



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What we Heard

No to Option 1. Impacts to traffic/parking and increases noise for residents. Line should be underground on 10 ave or 12 ave.

The 10th Ave option seems redundant because it's so close to the 7th Ave line. And not a lot of residents around there.

No to this option as it will impact traffic. Any above ground option seems to be a waste of space.

It will cause a lot of congestion at Macleod Trail with a surface line crossing. Is there enough space in that location for the underground station?

Not good. It is further from the bulk of the residents. 123 10th Ave is a safety concern as they tend to throw bottles at pedestrians.

The train would cross Macleod Trail ABOVE ground? That seems like a future nightmare.

Challenge: there are no people living, or working, on the north side of 10th Avenue - wasted connective opportunity.

Above ground crossing at both Olympic Way and MacLeod trail sounds like it would just back traffic up more than it already is during rush hr

This option will have the most negative impact on traffic congestion in the downtown core and will restrict future flexibility on 10 Ave S.

Significantly impact traffic flow in/out of downtown on 1 St SE/McLeod Tr. 10 Ave mostly only has south side occupied, north side is railway

Lower floor LRT challenge for visually impaired. Make ramps or other ones to help w/ way finding

Station close to Olympic Way is FURTHEST away from Stampede Park than option 2 & 3 (12th ave)

I agree! Traffic is a major problem with the plan

This plus bike lane plus green way is excessive effort to get rid of cars

Work on Macleod Trail crossing

Running along 10 ave good. Room to build. Noise, Traffic.

Look at trains that have the capacity to hold double the people by having up and down seating - (arrow traffic ->Up ->D) as the city increases in size. Sydney Australia has these double capacity trains.

Reducing 10th to one lane one way will contribute to the frustration of getting in and around downtown

Will cause traffic tie-ups at Macleod Trail and 1st street SE

You will lose at least one lane of traffic on 10th

HUGE traffic issues with above ground at 1st st SE + center ! (option 2 best)

OK if lower floor train



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What we Heard

make it more difficult to access busses on 10 ave

will tunnel entrance become a barrier? Long ramps like along 16 ave & crowchild

of road crossings (conflict with other modes of transportation)

More risk pedestrian or vehicle collisions impacting quality of LRT service

more impact traffic esp MacLeod Trail couplet, 1st street

Congestion @ MacLeod intersection -underground there might be better

More congestion on 10th -spend now for an asset that will be around for decades

Compromises here for cost have long term negative impacts on ridership and use + later Band Aid Fix

If we don't do this right we lose out on future positive development opportunity

Pedestrian permeability north over CPR

Mustard Seed (station beside it)

Traffic disruption is negative worried about removing lanes of traffic

Fragmented land ownership along TOD corridor

Congested on MacLeod

1) doesn't serve Beltline 2) what are long term implications or development if it doesn't happen

Skips the Beltline

Option 1 – Opportunities

Finally stand up to CP Rail and divert the CR Tracks around YYC - Use the CP Tracks for LRT

Limited construction impact on traffic

increase safety as there are more eyes on the street

Least expensive means build further out in suburbs from start

opportunities for redevelopment of under-used 10th Ave shops + bars

Not much road traffic on this road

more direct!

As line will run on surface along parts of northern portions, headways will already be capped

Hop on, hop off TOD

Potential re-development potential. There isn't much happening now and this may spur more use



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What we Heard

less impact on traffic

spur development on impacted streets

Will spur development of neglected corridor

Macleod Trail tunnel from 10 ave to 6 ave to avoid LRT and future changes to Olympic Plaza

Extends 10th Ave between 4th and 6th St, making the currently empty plot of land more attractive for development. Minimal traffic disruption

Why does this need to be run on the street. Like the West LRT, it could be within the CP right of way. This avoids level crossings.

Surface option is cheaper. 10 ave parallels railroad and has dark, industrial feel so adding c-train would draw businesses and make it safer

Can the train use the CP right of way as a surface option?

Bring some connectivity and life to 10th ave by having the train right on the street. Good access to downtown (Paliser/Calgary Tower)

Likely most cost effective route although tunnelling under 10th street may make development along 10th & beyond ideal for a new stadium

Options 1 or 2. 10th ave is presently under-utilised as it does not connect to 4th St SE, & very close to East Village / NMC at 4 St SE

Alignment of 4 Street SE station is good for East Village and getting to Fort Calgary. Consider a pedestrian bridge/tunnel across railtracks

If an above ground option must be picked (bad idea in downtown), this is the best option. 10 ave currently doesnt have as much traffic as 12

If tunnelling downtown why not use some of the existing infrastructure under 8th ave

Surface transit on 10th Avenue SE would create more activity to the street bringing life and vibrancy to growing Victoria Park.

Saves money and offers an opportunity to spruce up and modernize the streetscape.

Least impact on current bike/car use. Also, least impact on condo values. Please keep allowing vehicle traffic to flow through downtown.

This surface option is better since there are less buildings and there aren't bike lanes.

10th ave option will have less impact on downtown traffic. 12 ave is one of most common streets and it has been already impact by bike lane

Would open up 10 Ave to business development.

Better for traffic . Cheaper than a tunnel.



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Least disruptive to business, existing traffic patterns and Stampede Park - most favourable and most cost effective in my opinion.

hello. the 10 ave is the best solution because there are no apartments , only few parking lots, fewer bldg, less disruption for construction

Mirroring the close-by CN/CP rail alignment would mitigate the impact on the surrounding areas compared to the other options

Not bad

Cheapest option. Will cause issues on Macleod. Why are there so few stops. We can Def afford one more with option 1..

10th Ave does not have heavy traffic and it is adjacent to the existing CP rail tracks, so the noise is somewhat concentrated.

not effective to have another set of stations in parallel to existing line so better be underground on 10 Ave.

Very walkable option to a lot of restaurants in belt line as well as to Calgary tower.

Closer to existing 7th ave line, makes it easier to connect

Surface much much cheaper than underground

You don't build a city by taking people off the streets and sticking them underground. Having it at surface promotes community vibrancy.

LRT is very quiet and even at surface level, will not be a disturbance to residents like myself nearby (unlike CP rail).

10th ave is a good middle ground between the Core and Beltline area

Come in closer to the empty lots east of the Elbow (just more south of CP tracks) tunnel macleod instead. Cheeper/easier

10 options are nice and simple = less impact on 12th and area

surface = easier to get on and off

This option provides opportunity to connect EV with future CMLC development on south of track

Street Level LRT is appealing for Urban feel of 10th ave

allow to walk on both sides of 9th under the bridge = easier path for pedestrians

Ensure there is adequate parking past the station on 10th

I feel less amount of traffic impact

Mountains MacDonald bridge access to downtown (during constructions)

Safer to keep tracks together for crossing

Go under the elbow. Would make for less public/traffic wait times



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Saves money in the short run

Above ground will get more use because people are more comfortable with it
This alignment O.K. if you stay underground until 4th street SE stn. (option2)
Least effect on existing bus barn. Less effect on vehicle traffic than 12th Ave
Option

Option 2 – Constraints

This is the best option. Best way to go. Option 2 <check mark> Underground - less congestions

Only cost

Cost may be an issue

Railroad tracks : big, noisy pit. CPR not a good neighbour

Cost

Underground would hurt the vibrancy of 10th _

Kills potential vibrancy on 10th Ave S

Too many bridges

CPR R.O.W - easements/caveats + historic title issue could arise

Extend 9th street SE as an elevated ramp into Inglewood is the plan is to close 8th street

Not owning the Remmington land

missed opportunity to get off Green Line and get on Red Line <+>

Not only bike traffic in line with the Green Line, please make pedestrian lanes here too

People may fear for safety reasons. Not used to it here

unless I'm going to the burbs, this line and these stops don't really benefit me
what happens to 7th and 8th street with this option?

4 st + 10 ave :) I like this one. -> Provides best connection to Beltline + East Village. ->Must be coordinated w/ CMLC redevelopment. -> Engage w/ residents @ 4st/5st and 11 ave SE. <solid line before next comment> Overall, less impact in downtown - minimizes how many trains you will be stopped by all over the area of where the trains are

Won't a tunnel kill street life for the construction period (years?)

As a female I would not want to use an underground tunnel beside the mustard seed

expensive -how does this effect the rest of green line?



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What we Heard

Deals with MacLeod interface -is the additional cost worth it though
Less potential for business development

10th ave skirts the Beltline. These are transit users and it is a dissapointing that it would go on the parimeter (*word not legible guessing*)

Skips the Beltline

The Greenline should be used to create vibrant streets and a tunnel isn't going to do that. Plus the high cost and the disruption to street.

I live in the guardian towers

1st choice

Business impact

Safety

Noise

Terminal- underground / above?

Access

The best option for the long term is to not interfere with traffic. Does not make sense for mass transit to have to stop for traffic lights.

Not good idea. Have it connect to 7th ave, then through East Village then onto Ramsay. Should have been considered in E. Vlge masterplan.

Better than the other two options, but I would prefer it underground all the way. Rent a tunnelling excavator and go under everything.

Tunnel is the right idea, but 10th ave limits service to Beltline. Invest in future density in the core and bring back the 12th Ave tunnel.

Tunnel is okay, but you are too close to the CPR train suystem to make it satisfactory.

better to have a tunnel than surface but location is not far enough south to make sense. Tunnel will help traffic otherwise awful rush hours

A tunnel is the best option for continued high density growth but 10th ave is too close to the existing tracks.12th would be more accessible

No beltline access. Most interesting things to do are further south. I again worry about pedestrian access.

Too far north and ignores Betline, Calgary's most vibrant neighborhood. Stop treating LRT as just a commuter line.

Similar to Option 1, this is an attempt to save money. Traffic to the Dome on game days/stampede is slow enough as is.

Close to CP tracks.. will create more noise in the area

If going on 10th Avenue - at surface makes more sense than tunnel part of the way. Cost is important given other decisions to tunnel.



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As long as it is under 12th ave and does not come to surface after McLeod. However the construction with cause more issue than on 10th ave.

This is a better idea than 10th ave at surface. The c-train should be underground.

Existing traffic pressures, parking issues and bike lane use would be severely restricted if surface is used in this area. Also too noisy!!

Better than 1, eliminates macleod crossing. Still too close to 7th ave.

I prefer this to option 1 due to the fact that underground station is better in the long term, BUT still too close to red line

Any option on 10 Ave would be squandering the opportunity to conveniently serve anyone going to Stampede or the majority of ppl in Beltline.

Not very accessible for Beltline residents. Too close to Red Line. As as Beltline resident, I do not like this 10 Ave route.

OK option, if this uses the same lands along existing CP Rail right of ways. No, if it creates surface level crossings and disrupts traffic.

The 10th Ave option seems redundant because it's so close to the 7th Ave line. Also there's not a lot of people living in that area.

No to above ground options. Noise and traffic impacts will havoc for local residents.

Great it is underground under major downtown avenues but I worry about traffic in Inglewood/Ramsay as it is difficult to navigate currently.

This is better than Option 1 however there would still be a large negative impact on all forms of traffic in Inglewood.

Better than option 1 but still too close to 7th Ave and serving fewest residents/businesses.

Option 2 – Opportunities

Best option

The best option!

More grade separated means higher frequency easier

No impact on MacLeod Trail vehicle, pedestrian traffic

Allows for shorter train times (less road intersections)

Allows for better multi-modal connectivity (north/south)

least traffic disruption of traffic in DT future resilient

Underground station is always illuminated which will deter loitering

Best option for sure!! Maximizes the corridor's capacity long-term



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imagine if they put the 7th ave line underground in the 80s -\$ yes but so much better - cars, stores, bikes, peds

"world class" transit facilities -less visual impact

Preference for tunnel <horizontal line> -best for pedestrians (less accidents) - best for drivers

Speed vs accessibility -better headways (+) - longer transfers/disembark

I live at 13th ave & 2 st sw, 12 ave is my only real way of going east. I see the 10th projects as the best option. Underground is the best

Avoids conflicts with Macleod Trail

Preferred option. Proximity to East Village. Does not create a barrier for others (cars/bikes/peds). Allow future 6st underpass/crossing.

Option 2 presents the opportunity to avoid traffic snarls while activating the street near current and planned condo developments (and HSR?)

This is the smartest option as at grade crossings with macleod would be a massive mistake. East of macleod is fine at grade.

No significant disruptions to current traffic patterns in area. Underground @ 1 St SE and MacLeod and bridge @ 4th St maintains flow N & S.

Traffic before / after Saddledome events will not be affected with this option. Already significant traffic flow through this area.

Option 2 is the best out of the 3 recommended. Would prefer seeing a tunnel all the way through downtown Beltline

The proposed Centre St S station. Please, Please change the name to something else. I for see lots of people confusing it with Centre St N.

The proposed Centre St S station, I'd suggest naming it Beltline Station. So people do not confuse it with the other Centre St N station

This option would be least disruptive of the traffic to MacLeod Tr and 1 St SE. Would prefer to see tunnelled all through the Beltline.

- Doesn't impede traffic

This option makes the most sense and does not impact surface traffic in the area.

Underground will cut off community less, be faster for all modes of transport

Having LRT not disturbed Macleod Tr. is a good idea. This is better than option 1.

A tunnel allows for no impact to the surface vehicle and pedestrian traffic. I would like to see the tunnel extended east of MacLeod Trail.

Grade crossings of MacLeod Tr/1st street would mess up traffic coming into the core. This is the only option avoiding that



Green Line LRT

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What we Heard

With the C-Train underground it will experience a lot less collisions with cars thus reducing delays on travel.

Less chances for delays

Less noise on surface

Less at grade crossings

Better continuity of services

Links with running all LRT underground

Supporting Option 2, because it looks like it would have the least interference with road traffic and enables more tunneling.

I think this is the best option (but I understand it will be the most costly). Faster trains, less chances of disruption due to accidents.

dodging the red line is a good idea

No changes to traffic pattern in area. Lights and timings will be synced up for North and South traffic without having to wait for train.

Better for long term traffic, and a way to make the city more quieter and basically easier for the LRT to move without traffic lights.

The best options on all accounts. Pay for what you get, no interference with road traffic, pedestrians, cyclists and faster LRT service!

Exercise the best option as soon as possible. If the city is REALLY INTERESTED in the utility of the LRT System, serve the "greater good"

This is the most forward thinking for Calgary in 10-25-50 years. Spend the money now, it'll cost more later to bury the LRT.

The tunnel would be well worth the extra cost, due to fewer delays.

Intersections @ Macleod & 1 St SE unhindered by a tunnel. Reduces chances of train collisions with cars/bikes/pedestrians. Best of the 3

I like the idea of having the LRT line underground. This option creates less disruption on Macleod Trail. Best solution out of the 3.

This is, in my mind, the best option. It would be faster for me to bike downtown if it is above ground and impeded by car traffic and lights

This is the best option it would be nice though if it came further SW maybe to 7th or 8th street SW

I like this option best.

I think this option is the best. Having a tunnel will not impede traffic flow as the current LRT design for the Red and Blue lines does.

I think going underground is the best.

This could finally bring us into a "similar" class as metros like Shanghai (used it, AMAZING)



Green Line LRT

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What we Heard

This is the best option. It doesn't disrupt major roads and lets traffic flow. Maybe extend past Olympic Way so Saddledome traffic not hit.

The less impeding of Macleod Trail (and other major roadway) traffic, the better. Less idling vehicles, less all-around delays.

This is the best option and I support. Least impact to traffic, business, safety, and residential.

In my opinion this is the best option

Going under Macleod is necessary to prevent restricted flow on Macleod. There are already too many level crossings on the Lrt system

This is superior to above ground crossings of MacLeod (n/s) but it might make more sense for it to be on 12th? Spread out a bit for users?

Although probably the most expensive, this is the only real option, it will minimize impact on traffic.

Leaves better traffic options open on 10th while still providing train rail.

Easily the best option. Minimal impact on existing businesses and Beltline community.

By far this is the best of the 3 options. It will be well worth the extra cost.

Underground will lesson traffic congestion and increase flow. This should be started sooner rather than later - get people to work!

Excellent Idea - best to bury the line all the way.

As a resident along 12th Ave, traffic and noise is already an issue. Having the tunnel is the best option as well. Safest option.

Train station nearby 10th Ave already by Stampede. Tunnel is safest option with less traffic issues. 10th Ave too congested with new condos.

Correction: station nearby 12th Ave already by Stampede. Tunnel is safest option with less traffic issues. 12th Ave too congested already.

Good choice for people movement. Will speed both up the trains and allow traffic flow to remain largely unimpeded.

No Beltline access.

The train should be underground as to not impact traffic on MacLeod Trail. The 12 Ave route (but underground) should be considered.

Best choice out of the 3.

12 Avenue gets congested whenever there's an event at Stampede Park. The underground tunnel is the best choice.

Ideal to minimize traffic congestion. Needs careful consideration when/if new stadium is built near this site.



Green Line LRT

Beltline Alignment Options

MAE Engagement

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What we Heard

Better as allow some access to E Village or getting to Fort Calgary. Consider a turn that crosses tracks to get to E Village.

Second best option, but does not serve beltline as well as option #4.

If tunnelling downtown why not use the existing infrastructure under 8th ave

Second best option (after option 4)- more underground= less impacts to existing traffic, infrastructure, buildings, etc

Closer to downtown & EV, which is more convenient for riders coming into the City from SE.

Best Option, Less Noise, and Traffic to the Dome on game night is already nightmare, We don't need the extra, Why not go underground?

It will be closer to the existing 7th Ave trains for those that want to connect to the green line from the red or blue lines.

I vote for 10th. I don't understand how it would fit on 12th with the bike lanes and already removed parking.

Bury that sucker underground as long as possible!

This will help with issues related to traffic and allow for cars to pass through. It is also closer to the existing lines on 7th Avenue.

Instead of going underground on 10 ave, line can be elevated above existing railway

Bets of the options, doesn't interfere with traffic at the stampede grounds and avoids interfering with Macleod.

Very best option, least disruptive and along a corridor that is not as utilized during construction.

2nd best option

Best option. Having a set of above ground tracks crossing Macleod would be a huge traffic issue and 10th ave seems like a good route.

Best option. Shouldn't effect MacLeod traffic or 12 Ave cycle track. Less underground and straight should be cheaper to build

Reduces impact to traffic trying to get through downtown. Won't affect McLeod underground is absolutely best

There are opportunities for saddledome traffic to use this option- having a stop further west of inglewood could be a +

Better option than 1. Like the opportunity created for an underpass at 4th St ...which will be needed if 7th St and 8th St

Option 2 is the most cost effective without impeding on traffic.



Green Line LRT

Beltline Alignment Options

MAE Engagement

September, 2016

What we Heard

Traffic on Macleod is already bad enough, this needs to be underground. 12 ave is a critical road for going E/W and shouldn't be impeded

Definitely the best option for both traffic and least disruptive.

Make the tunnel wide enough for a bike path or running lane. It would get a lot of use in the winter, especially if it extends to NE Tunnel

Minimizes the impact to vehicle traffic, both on 12th Ave and crossing MacLeod Trail. - Best of the 4 options.

Best option. Reduces impact on 10Ave, mirrors the CN/CP alignment to make the best use of an existing transportation corridor.

This is hands down the best idea of them all.

Underground is better than surface. Moving it a few blocks south would help spread the availability of it to other residents.

Full separation from road traffic would keep Green Line travel times down and maximize on time reliability regardless of snow and traffic.

Great option. Cost effective tunnel. Opt 4 is unnecessary to go that far back

Great option. This is away and would not stop traffic. Experience with 7th ave is an indication of why we should build underground.

Underground for the most part to avoid traffic, parallels the train tracks and does not double back to enter Inglewood. Looks good!

Great option. Tunnel avoids traffic congestion & cost-effective compared to #4. Mirroring CP line good use of transportation corridor.

Not opposed to Option 2 or 4. Costs would be a key factor for me here. Can a cost comparison be provided to help calgarians provide input?

#2 over #4. Seems redundant and expensive to include a 2 block divergence.

Definitely underground option for traffic and residence concerns

Will cause less congestion to interfere with Macleod Trail traffic.

Station will be close to stampede grounds

Avoids traffic congestion on 12th

Less confusion with one ways

If there is another bridge make sure its pretty

maybe more expensive, but better for future growth

Tunnel cost can be reduced by combining centre street contract

Doesn't disrupt businesses on 12th

Find long term financing options and go further underground. Long term thinking

Keep tunnel going would be more cost effective

Doesn't over crowd 12th more than it already is



Green Line LRT

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What we Heard

Best option assuming cost can be managed

Best option!

Would like to see Ramsay w/ less cut-thru traffic

NEAR PERFECT!

U/G better than surface for safety opportunity that was missed on 7th ave downtown

Tunnel is always best in the longterm

Preferred option

connect red/green stations for easier transfers

faster travel time through downtown = more usable transit options

Less impact to traffic

I would like another stn in Inglewood at 8th st and 9th ave please

Good that it is direct

Retail spaces underground to help pay for it

Fort Calgary Station?

Option 2 has best features from 1&3 - connection to EV but doesn't add more congestion on macleod trail with surface crossing

Great option. However dislike the idea of the 8th street SE portion of the road @ the CP rail tracks will be closed. It restricts in/out of our neighbour in that area of Ramsay

I Agree with this (above)

Does serve Beltline one 2 block further away still a stop at centre street

could go under the river minimize river crossings long term

underground better for downtown due to better traffic & cars don't have to compete with train

better connectivity to redline stn w/o needing to go all the way downtown

keeps streets free for bikers, cars, pedestrians

Doesn't disrupt Macleod Trail traffic

Nice to be underground in winter

Best option if goal is to keep congestion low at centre + 1 st SE *Heart#2* :)

Train under MacLeod - YES! (no 25th Ave/MacLeod conflict repeat)

Consider adding a retaining wall when truncating 8th street and 9th str
<diagram showing 8th and 9ths cul de sac, then wall, then LRT, then CP. Notes a 20 ft drop exists between roads and propped rail>

Integrate station with Red Line crossover

opportunity to develop around 4st SE station. People in area don't have much



Green Line LRT

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What we Heard

Less traffic impact. Connect to EV. Underground warm and safe
Keep pedestrian access on both sides of elbow under bridges
possibility to have increased turn radius 2nd to 10 ave meaning less wear and tear

Option 3 – Constraints

Access from Ramsay on 12 ave
safety...ie. Exit routes in case of emergency
safety if 7th or 8th are closed
Traffic congestion and access to Stampede
Reconfiguring 13 ave or 10 ave to make up for traffic lane loss of 12 ave not sufficient.. 12 ave = 3 lanes 10 ave = 2 lanes 13 ave = 1-2lanes
12th is our access to beltline/downtown
too much impact on traffic
Worst option 12 Ave is too crowded in this option
station too far from Inglewood
impacts residential in Ramsay negatively
Please don't create another 25th Ave/MacLeod crossing!
try not to knock the Victoria Park busbarn down <sketch of a bus>
Will probably capture more ridership / be more convenient for residents on 12th but should go underground until at least past MacLeod for safety reasons / to prevent congestion
Construction impacts could "cut off" warehouse district employees
improve pedestrian access. Ensure there is adequate lighting (unlike present CP underpass at 8th street north end)
Green Line should go under the Bow River
If all construction happened @ once it will be very challenging to get around traffic on 12th past MacLeod it will be a very packed road
construction impacts will be huge inconvenience for residents
12th Avenue already congested enough for vehicle traffic In/Out of Ramsay
As someone living downtown, the Beltline train does not really benefit any one trying to move around the core. :(It only hits one corner. The proposal looks like it mainly helps those in the suburbs. Therefore I don't think 12 Ave is worth the impact.
Repeating the mistakes of 7th Ave <+>
Option 2 blocks too much traffic along center St. 1 street SE etc. UNDERGROUND BETTER!



Green Line LRT

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What we Heard

12th is already busy concerned about adding congestion
Pedestrian Access from residents in North Ramsay via underpass under LRT/CP/9th Ave on both sides of river keeps Access to CT high
Centre St station to move west to better service Beltline
Finally stand up to CP Rail and divert the CR Tracks around YYC - Use the CP Tracks for LRT
12 ave station better for the Beltline -additional conflict with cycle track + MacLeod
Curve near Transit Barn sterilizes + severs land

Crosses Macleod
impact to hotels on 12th ave?
Disrupts cycle track and will force it onto a street with less accessibility
connectivity to regional future commuter rail and high speed rail on CPR
this route option should include the cycle track
We need safe access for kids to cycle on these streets
10 ave only serves community from one side
concern about unsavory element near tunnel portal. Effort has been put into making family friendly park. Don't lose that.
Be honest about depictions of cycling. Be being at grade this will negatively impact cyclists
more impact on vehicle traffic on MacLeod Trail couplet, 11th Ave 1st street
More risk pedestrian/vehicle collisions impacting quality of service
Disruption to "Beltline flow" outweighs the cost savings compared to underground @ 12 ave
Rendering removed cycltrack
12 ave but underground BEST -> Long term value
12 ave broadens capture area <two check marks> but make it underground
challenge b/w deeper neighbourhood intergration (good) and potential negative impacts to flow on all transit modes and livability of space
Concern that 12th becomes like 7th in terms of univiting street scape
huge impact to cycle track
Huge impact to cycle tracks
Concern about vibration and noise as it comes up moves past/ through residential area. 11/12
Will have a very negative impact on ALL other modes
Negative impact on the cycletrack which is well used and hard fought to get



Green Line LRT

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What we Heard

major impact to residential on 12 ave! how would 12th ave parkade exits be accommodated?

MacLeod or Olympic Way should not be at grade

Traffic impacts on 12th

12 Avenue is the only way east for people living in beltline. Don't put transit here. Lanes are already reduced with bikes

Conflicts with traffic on both 12 ave and Macleod Trail. What will happen to cycle track and parking on 12 ave?

This is the absolute worst option. It would disrupt the most traffic, & make 12th(which is already confusing to drive down now) even worse

At grade 1 St SE and MacLeod @ 12 will cause standstill in already congested area. Timings for N & S traffic lights will be uncoordinated.

Option 3, the impacts on traffic would be too much. Would not recommend this option

Option 3 would only be good if it was underground. If option 3 was tunnelled it would be my favourite.

- 12 Avenue is congested enough as is. 10 Avenue would be a way better option.

Due to traffic volumes from Macleod Tr. N to the west, I don't see this as a good option. Perhaps a future "loop line" under 17th and 10th.

On surface how would this impact bike lanes?

Intersection over MacLeod Trail is not ideal, could cause congestion and traffic problems. Same issue as Option 1.

Again, slows down the traffic. Not a good option.

Creates a traffic funnel at the most congested point on 12th Ave. Would need to relocate bike infrastructure. All-around terrible choice.

Worst option

Large disruptions to traffic and pedestrians

Noisy



Green Line LRT

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MAE Engagement

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What we Heard

I live in the guardian towers
The absolute worst option!! Unless underground
Noise
safety
Traffic impact
Eye sore
Business impact etc

This is again, not a good option. Utilize the tunnel, we're running out of space downtown.

how will this impact the bike lanes?

Already home to the cycle track, vehicles already have the jog lanes, parking and the track: too much for one avenue.

Street level crossings North and South of downtown (especially on 1 Street SE and MacLeod) will increase congestion due to waiting for train

vehicle and bike impacts to 12ave (one of the few crosstown routes through the belt line) and massive slowdowns for McLeod tr to downtown

See Option One, but worse! (now if it was underground it may be a viable option, but shouldn't even be considered as is).

The benefit of serving the Beltline slightly better by going down 12th is not greater than the benefit of burying the LRT on 10th.

Lots of conflict with North-South movement of walkers, bikes, and cars. 12 Ave has a lot going on already. The extra walk to 10th is minor.

The only reason I don't support this proposal is because it's not tunnelled. This would be the best proposal otherwise.

Sorry don't like any of them because of the route that was chosen. How about a plebescite on this?

Will congest the main W to E road/bike lane through the Beltline & hinder the intersections @ MacLeod & 1st Street SE. Worst of the 3

Just as bad as option 1 as it interferes with traffic on Macleod at street level.
i'm always ready to engage. (throw chairs)

Extra track length, turns, and interference for (IMO) very little added benefit.
Worst option by far.

Too much ground level track which will impact traffic on busier routes in and out of downtown. Macleod does not need to be impacted.



Green Line LRT

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What we Heard

Transit dev. in the core should support increased density on a horizon of decades. Above ground does not. Bring back 12th ave tunnel.

Crossing MacLeod above ground will be horrible for traffic. Why isn't there a 12th Avenue tunnel past MacLeod option? Just as bad as option1

Crossing MacLeod above ground will be horrible for traffic. Why isn't there a 12th Avenue tunnel past MacLeod option? Just as bad as option1

Why all the surface options? This is a high density area. Where is 12 ave underground option? Where is 11 ave underground option?

Why all the surface options? This is a high density area. Where is 12 ave underground option? Where is 11 ave underground option?

No. This would impact new bike lanes, access to 2 hotels and many other business access.

No. This would impact new bike lanes, access to 2 hotels and many other business access.

At grade crossing at Macleod trail will cause traffic problems. A number businesses and residential buildings will lose street access.

At grade crossing at Macleod trail will cause traffic problems. A number businesses and residential buildings will lose street access.

Worst option since this is a high density area. It would cause lots of traffic at Macleod. The 12th ave underground option would be better.

The underground option is better in every way, it needs to be reconsidered.

This would affect setting of historic central memorial library and park- reduce peace of popular green space, reduce food truck parking?

This is a challenge as any overland is a problem. We need a tunnel and a tunnel in the middle of the district is the best and this is the se

Underground option needs to be considered until 6 St SE along 12th Ave. Above ground option will drastically impact land owners in the area

This opportunity is best as it connects a greater porportion of the city, it would be much better with tunnel along 12th Ave.

Impractical. Will obstruct downtown pedestrian and traffic flow.

At grade LRT near the library and parks will be an eyesore, and dangerous, plus traffic delays of level grade crossing at Macleod.

better route but should be underground. Will impede traffic: car, pedestrian and bike. Surface Redline already causes significant disruption

You cant honestly expect a surface train through DT to work. Traffic is already bad enough!!!

Olympic Way and McLeod Trail crossing, interacting with Bicycles.

Interaction with or complete replacement of 12th AVE bicycle lane.



Green Line LRT

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What we Heard

Surface tracks in the inner city are a terrible idea that will negatively effect traffic flow, up collisions/suicides, reduce property value

No connection to E Village or getting to Fort Calgary. Very much wasted. Consider a turn/station that is close to train tracks for E village

I would have hoped we learned how bad an idea having an above ground ctrain is downtown already with 7ave. Please dont pick this.

12th is one of the only good ways to move through downtown west-east south of 9th (bike or car). Surface train seems likely to cause delays.

Makes it difficult for Ramsay residents to get back into the community from downtown, by car.

Surface line likely to have more impacts on existing traffic/important route. Best option is #4

This will cause way too much traffic. Most cities have trains above or underground, surface is not an option.

What will happen to the million dollar 12th Ave bike lanes that were installed? Will it be put to waste to make way for surface LRT?

I don't understand how it would even be plausible with the bike lanes and already removed parking. This street would be very congested.

God help anyone that owns a condo along the route or drives a car. Eyesore. Traffic congestion.

This would be way too noisy for residents living on lower floors. Gotta go underground.

Additional surface line will further reduce space on this street due to the existing bike lanes and street parking.

12ave option will impact traffic and entrance to stampede ground.

Too much congestion with bike lanes already on 12 Ave

12th ave already has reduced lanes, this should not be made worse by adding a surface train.

Would run directly beside several large condo buildings with residents who didn't sign up for the noise of a c-train line beside them

12th ave west is a major traffic route. Re-routing would just slow down that corridor of getting cars across the beltiine which can be slow.

Worst option, it surfaces before crossing 11th, then you have added congestion on 12th which is a major exit corridor for the beltline.

Terrible option when factoring in traffic, noise for residents in the area, and impact on bike lanes.



Green Line LRT

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What we Heard

Crossing McLeod Trail, in addition to several other North/South streets would create significant vehicle congestion.

This is the worst idea. The fact that it is being considered shows how anti-auto Calgary City Council is.

Worst of all options

Same problems as option 1. Will cause big problems MacLeod during peak times.

Existing traffic pressures, parking issues and bike lane use would be severely restricted if surface is used in this area. Also too noisy!!

Disastrous - 12th ave driving/access is already ruined from the bike lanes (traffic/street parking/lanes dying), don't make it worse

12th Ave is one of the main roads across downtown and is currently a bike lane. Bike lane and road access would need to be rerouted going east

12 Ave traffic is already compromised by the bike lanes. I do not favour surface LRT here as it is a major commuter route which I use daily.

Could be nice but if designed like 7th Ave will create a dead streetscape and will challenge vehicular and bike circulation.

Traffic will be a nightmare with this option!

Terrible option for both traffic and residents in the area. This is a major route that should not be compromised.

This option seems to impact traffic the most - blocking 12 Ave and level crossing over MacLeod.

Best route but bad design: it disrupts the cycle track and conflicts with MacLeod trail's vehicle traffic.

Hey! Lets disrupt cars, bikes and people! This is just bad.

Surface over Centre and MacLeod is not good. Love that it is further south than option 1+2.

Scary thought ... this should be a big NO!! Traffic issues and nowhere near where the people are downtown.

Crossing McLeod Tr (NB and SB) at a level crossing bad for traffic. A collision can shut down LRT and McLeod Tr.

12 Ave better transit coverage than 10 Ave but LRT at grade means terrible congestion. Also a 12 Ave station closer to 2 St would be best.

Poor idea, impacts connectivity to Stampede Park and beltline businesses. Arena may end up in this area, still need vehicle access via 12th

Traffic would be terrible. Reducing roads into and out of downtown would be a bad idea.



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What we Heard

This is an ill conceived option. There will be huge traffic impacts in this area.

Lots of congestion with surface option, give traffic on Macleod Trail

The surface option on 12th avenue means less room for traffic and bikes. And more potential for accidents by careless drivers and cyclists

Above ground LRT is still a problem regardless which street it is placed on. Inglewood is still a problem.

Creating congestion on traffic on 1 St/McLeod and cutting already-congested traffic on 11/12 Ave in half. Noise to nearby highrises.

Impeding 12 Ave in any way will cut off Ramsay completely (given that 8St is closing @9AveSE).

Green Line will never fly in current design.

Option 3 – Opportunities

Best option though a stop should be planned for the east village/fort Calgary to accommodate 20k pop. in a decade. Overall I like & finally!

I think this option would serve more people since is the one that's the most southern at the heart of the Beltline.

I would prefer the Green Line on 12 Ave because the Beltline area is higher density & 12 Ave is further away from 7 Ave, so more effective.

Should would be underground. Provides for better connection to stampede/saddledome, and beltline than 10th ave

Going to create the best street & provide good mobility options w/ the least headaches for lowest investment. Great streets should be goal.

This is the best option because it passes through the heart of the Beltline and is also closer to the Stampede grounds

like the extended coverage - allowing more beltline to be serviced. make sure the station on C.street is close to Vic.P redline station.

None of the 3 options go through the centre of Beltline. #3 is the best because it is closest to the heart of Beltline. U/G would be better.

12th Ave route is the best *if* it travels underground from east of MacLeod.

Otherwise this option is the worst.

Tunnelling this route would be the best option.

Increasing transit for large and increasing number of people living in the Beltline.

Create connection to beautiful Memorial Park & Library

Big opportunity as 12 Ave can really benefit & become an interesting cross section of life which includes beltline ped. & cyclist residents



Green Line LRT

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What we Heard

This would serve the Stampede grounds and beltline the best.

Opportunity: 12 ave is further into the residential area of the beltline, providing closer access to the train for more people

This route underground is best choice. Why not a shortlist option?

This is the best route but I would like to see it underground to minimize the impact to MacLeod Trail.

I feel like this option better connect the belt-line, and stamped park to the mass-transit system.

12th Ave has good pedestrian access and is walkable distance from interesting Beltline life. Surface tracks are more attractive for riders

This is the number one option. 12th Ave is the best option and surface makes the most sense. Good alignment into heart of the Stampede.

Move the train stop from Centre to further West, closer to a higher residential population.

crossing at macleod still an issue. decent option, would need to move bike lanes

I like this option because 12th ave just makes sense, might be traffic concerns though -- but still not bad

This would create the possibility of an interchange with the Red Line at Victoria Park if the stations were shifted to get them closer

Good for belt line and perhaps mission. Bad for everyone driving and cyclists.

Good for connecting red line and green at Victoria stn

Create a vibrant street. More potential than 10th

Most progressive. European style

Could move the bus depot to allow for development, parks etc

above ground train provides the chance to reinvent the STREET! (more walking, biking, places to gather)

like keeping the LRT at grade along adelaide (at grade with CP tracks). A retaining wall at the bottom of 9th str would keep it safer + quieter

Green Line and E-W cycle track should be combined on one road. It it's 12 ave take cycle track out of 9 ave

4th street station is great for Flames/Stampede access

Eases parking pressures at stampede

having a train stop right close to my house on 12th easy access

further f/ CP -> more opportunity for TOD/development

further from CP means cources of noise on both/all sides of homes in North end of Ramsay :(



Green Line LRT

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MAE Engagement

September, 2016

What we Heard

potential transfer from Redline to Green Line @ station E of MacLeod Tr - walkway connection

In opt 3 MacLeod traffic is negatively impacted. Go below grade?

Ensure no spaces for extra "homeless camps" under/around the green line serves Beltline best of 3 options

closer to high activity areas

why not tunnel MacLeod instead? Cheap + easier

closer to future stampede development

more central to stampede

Access to East Village

Fewer businesses impacted (than 10 or 11 aves)

10th and 11th traffic couplet to ease traffic congestions

make sure macdonald @ 12th is open when the road by the zoo is closed (and visa versa)

Just make 12 ave a full on LRT line

negative impact to bus barn

aves money in the short run for the city

Work w/ CMLC for future Beltline community near Stampede

Will there be a bus coop @ station?

Like 4 st Station

Accessibility for most people easier at stations

streetscape & tunnel interfaces vitally important

like 12 Ave is more central in Beltline

underground on 12th until post MacLeod would be better

possibility to have joint station w/ Red Line @ stampede station is centre st station moved

Bus depot redevelopment opportunity

put free wifi on transit. Make the commute easier

Does this remove the buss barn (hopefully)

Train goes where the people are (condos, cowboys, stamepede)

maybe we could elevate the cycle track? Would cost \$ but not that much?

<picture of an elevated path with a bike on it>

closer to neighbourhoods in Beltline where there is already lots of transit users

best serves Beltline

Actualloy has good accessibility within the Beltline



Green Line LRT

Beltline Alignment Options

MAE Engagement

September, 2016

What we Heard

12 Ave is closer to high rises where people live + will encourage usage. 1- Ave is too far to walk. Too many LRT stations are too far from where people live, work + shop

provides deeper intergration w/ in the Beltline

Would finally penetrate most urban neighbourhood in the city

Great connectivity, but accessibility is reduced is the cycle track is moved/removed

Option 4 – Constraints

Please change the station name from Centre St S, to Beltline Station. I can see people confusing the two Centre St stations.

Intersecting the Red line tunnel near MacLeod might do more damage to traffic patterns than surface train if anything goes wrong, y'all.

Transferring to bus routes/ trains seems impractical on this route. Only one station to change trains will cause station congestion + delays

No connection to E Village or getting to Fort Calgary. Very much wasted.

Consider a turn/station that is close to train tracks for E village

Far more \$ vs. the other U/G option. Marginally better access to Stampede & Beltline (saves a 2 block walk) in exch. for reduced EV access.

Tunnel's better for traffic, but ugly and inconvenient for riders. Underground platforms may be less safe

Of course underground is the nicest option but I worry about the cost, what other city priorities it would mean putting aside.

I think tunneling it to cost prohibitive - it is reasonable to have low floor surface grade LRT on 12th Ave.

High cost and flood risk.

12th Ave tunnel construction will be disruptive to two major hotels, restaurants, casino, Sunterra, DJD, Stampede & offices. Cost too high.

10th Ave option running parallel to CP Tracks preferred vs 12th Ave with less business disruption & arterial traffic flow to Stampede.

2nd St SW will disrupt more businesses than 3rd St SE by City Hall & then turning East to Inglewood Ramsay at 10th Avenue.

This is the best option! Having this 12th ave station will ease pressure on stampede station during saddledome events.

Cost is the only challenge here. Incredible opportunity to help transit without affecting surface traffic downtown, this is the only option.



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This will make the area even less desirable than before. Option 2 is much better.

Why doesn't the tunnel under CP tracks include bike/ped access? Calgary's Transportation Plan calls for it

Most expensive option. If this is enough differential to defer the project then move to the above surface options.

Low impact to downtown traffic, but prefer #2. Good penetration into Beltline neighbourhood but need more connectivity with the red line.

I live in the Keynote and work in Ing. The density of stops should be higher downtown. If it takes me too long to walk to the stop, I'll walk

Option 4 – Opportunities

\$\$\$ but options for underground foot access to stampede grounds/building and tunnel to north side of 9th near seniors housing :)

Opportunity - proximity to 17th Avenue, increases effectiveness of GL through Beltline. Challenge - cost / accessibility (not on grade)

Best option. I know most \$\$ but worth it to get further into busy Beltline and closer to popular 17th Ave, also not obstruct Macleod Trail.

YES! YES! YES! It would be worth the extra cost. Please tunnel all through Beltline. It is the best option of them all

Safest of the options presented.

Having lived the Beltline for many years, I think Option 4 - 12 Ave Tunnel will be the best one to keep the area as livable as possible.

Safest option. Will obstruct less traffic and keep the neighbourhood livable! Absolutely worth the extra cost.

This will be great! Putting it underground goes without saying. Having it on 12th gives greater transit coverage than 10th.

Best option but could tunnel diagonally SW from core to at least 8 St and then under 12 or 17 Ave. No need to run with road grid if tunneled

Best opportunity for business and traffic control. Should have access for seniors. Ties in well for plans for a new stadium.

This is the only realistic option effecting minimal traffic. You cant honestly even think of putting a surface C-train through DT

River crossing double as pedestrian bridge, alleviating 9th Ave Bridge congestion and leaves the traffic pattern west of river undisturbed.

12 ave tunnel is the only reasonable option for future growth. It supports density, less congestion, and more accessible. Don't cut corners!



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What we Heard

Better to avoid traffic, closer to 17th Avenue, reduce disturbance for residential apartments nearby.

This option provides a station that's close enough to the eVillage, Stampede and Beltline to service them all without causing traffic issues.

Underground best for movement of train and surface flow of cars/bikes/peds. 12th Ave offers stop closest to 17th.

Tunneling makes sense - reducing congestion, protecting from the elements. High cost now, but higher cost later if surface is chosen.

Centre Street S station is better positioned, being a couple blocks closer to the West with no current access to LRT.

ONLY option! No traffic concerns, safer night option, and closer to busier area than 10th Street option, & spreads out stations from core.

Option 4 will give those living in the Beltline and near Mission better access to CTrain.

Also, less traffic/less cars needed in the area!

Tunnel seems like the best option long-term. 12th Avenue is in need of better access than 9th and 10th.

Best option to connect the Beltline without interfering with traffic.

Yes! Underground. Our grandchildren will thank you. The Beltline needs this.

Underground is the only option. 12th Ave is closer to 17th.

Best option. Under-served Beltline community and businesses will benefit, minimal surface disruption, no need to follow surface grid.

Maintaining pedestrian connectivity and connecting greater Beltline to LRT. 10th Ave option barely penetrates Beltline neighbourhood. Thx.

Option 4 really only seems like the logical idea.... safer, reduces surface traffic congestion.

Underground is best, 12th Ave is best. But you're ignoring the population who live on the west end of Beltline? I'm 9 blocks away, no help!

Prefer this as it goes more south and gives better access to Beltline, expanding use beyond just a commuter train for suburban residents.

Will the proposed 4 St. SE station provide access to future high-speed rail station on City-purchased (CPR) lands between 9th and 10th Ave?

Best Option! Less impacts to traffic/buildings, and other existing infrastructure. Challenges- cost, time to construct.



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What we Heard

We need to think of the best long-term future of transportation generally and the Beltline as a district. No great city takes short cuts.

I think underground through downtown is the best option pending another look at the flood mitigation plans. Less stress on traffic flows.

The best option - lower noise level, won't put bike lanes to waste (if above ground, bike lanes will be removed), no impact to traffic.

Please bury this underground. No need to destroy picturesque neighborhoods and create additional congestion for cars.

12 AVE route is gonna take more efficient the passenger flow in the area; underground is clearly a better option considering high traffic

Put it underground to minimize the effect of traffic, it's already congested enough, and don't take away anymore street parking!

This is the ONLY option that works. Traffic is too congested on 12 AVE as it is, and having it above ground would be noisy for residents.

Serves greater density than the 10 Ave / CPR corridor, and retains what we love above 12 Ave: cycle tracks, parking, and (yes) traffic flow.

Good spacing, half way between 17 Ave BRZ and 7 Ave LRT. Invests in future of the beltline as Calgary's primary urban core.

Tunnel would be a unique new feature to Calgary's infrastructure as well as align with Beltline's urban lifestyle.

The 4th St SE station should be moved closer to the corner of Olympic Way to allow direct access to the Stampede grounds

The biggest mistake The City of Calgary made when installing the c-train line was putting it all on the surface, I like option 4!

Best = Option 4: \$++ for tunnel, but > traffic; Better 17 Ave access; reduced impact to cyclists; should be named stops (e.g. Fort Calgary)

2 is a better option, but this is my second choice.

Great that this is primarily underground. Larger upfront investment, but the payoff over the next decades will be great.

Best option for the future even though it will be the most expensive. 12 Ave is also a better choice over 10 Ave.

12 Ave alignment provides CTrain to further south encouraging intensification and development of Beltline/Victoria Park as multi-use hub

The tunnel option will cut down Green Line's competition with other vehicles on road surface. It will reduce traffic congestion.



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What we Heard

Moving the Centre St stop west to 2nd St would offer easier access for larger residential populations, in addition to the hospital/park.

Option 4 will give 12th Ave traffic room to move, and will not block (physically or visually) the Stampede, especially at mass exodus.

By far the best option

Good option so being once above ground doesn't affect 12 Ave traffic or people biking to cycle track

Mission, Cliff Bungalow, Connaught & Ramsay get better, quiet access to LRT.

Also better access to the Saddledome and Stampede Park for all.

underground is absolutely best

Best option

Best option

Loose opportunity for 4th St underpass connection but would alleviate car and bike access at grade on 12th vs option 3.

Clearly the best option. Will service more people and will not disrupt the already awful traffic we have during peak hours.

Least disruptive to current infrastructure, better traffic as there's already lots of cars that go through 12ave and a bike path

It would be awesome if you could make the tunnel wide enough to include a covered pathway/cycle lane - in center city too!

Best Option

Spreads out the area served by the C-Train, making it more accessible to more people.

12 Ave tunnel integrates the best with existing roads/traffic and provides the best access to stampede, Beltline businesses and residents.

The best option clearly - I wish the underground would go further west than 4 street SE - but that is costly (but Long Term is worth it!)

I like 12 Av underground cause the cycle track will not only remain, it will be given the chance to connect to the river.

Very accessible for Beltline residents. Doesn't disrupt the cycle track and Macleod Trail. My favourite option as a Beltline resident.

Good beltline access and does not cross McLeod at grade, this is by far the best option.

This is by far the best option and will address all design issues.

How about the same idea that Edmonton Transit did over the river underground downtown and to the UofA but above ground over the river

Good route, not overly disruptive, Option 4 is not bad



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What we Heard

Best option. Cost is higher, but worth it long term. Congestion in 30 years with a surface line will be insane.

OK option, eliminates the traffic issues, but are the stations where they need to be to handle the people? East village vs Beltline ...

Build less stations at either end of the green line to provide funding for this option

I think in all what we heard from residents and the popular word on the street is an underground 12 Avenue SW. route to the Ramsay area. OK.

Option 2/4 tunnel will cut down Green Line's competition on the surface, which will decrease travel time and not eliminate parking.

Option 4 is the best. It allows the most businesses and residents to benefit because the line isn't right beside the CPR.

Full separation from road traffic would keep Green Line travel times down and maximize on time reliability regardless of snow and traffic.

#4 is far superior as 12 Ave will extend the LRT into more of the beltline and underground will be faster with less impact to streetscape.

Why not align East/West leg underground along 17 Ave from Inglewood to 2 St SW? This would provide much better LRT coverage for the beltline

Option 4 is best for the area's long-term economic growth and serving transit users, which encourages ridership. Do it right the first time.

14 ave tunnel is better for the streetscape (less impact). And we won't be waiting in the cold !

#4 is by far the best option from a long term perspective. But if the additional costs kill the project, #2 is a fair second best.

#4 is the best option for me.

Thinking long term. This option makes the most sense. Let's not be short sighted!

Best Choice- This option reduces the impact of train service on the 17th Ave-Olympic Way connection to East Village.

This seems to be the best option for increased accessibility without disrupting traffic.

Opportunity to redevelop/demolish the blank windowless public transit building in Victoria Park and better serve the new condos going up.

Best option! It would be great to have a connection into Inglewood, and this would have the best long term incentive

The LRT needs to be underground as much as possible in order to preserve safety of pedestrians & at grade traffic.



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What we Heard

It will prevent using up more road space for already congested roads and will allow people living in the south of dt calgary to access lrt

The disruption from lights and the train on 1st and Macleod Trail are already very significant! Tunnel is ideal in that area.

Surface Stn @ WestPark Lot 12 & Centre then surface thru lot parallel to 12th,tunnel under MacLeod North and South, then at surface to 4th.

Two transit corridors a little distance from each other connect more people - best long term option.

The best option by far. Provides service to most people versus the 10 Ave options, and preserves the bike path and traffic flows on 12th Ave

This frees up more space for development and the least amount of obstruction to traffic and commuters.

Aside from traffic presevation, the tunnel is a financial opportunity as well if we allow space leasing at the stations for quick stop shops

The green line should get as close to 17th Ave as possible. It's the most vibrant neighborhood in Calgary, it deserves better public transit.

The 12 Ave Tunnel is the best option, because it is:

- closest to 17 Ave
- aligned with the cycle track
- won't block Macleod Trail traffic

Easily the best option. Less traffic disruption and it runs under 12th which will bring people to a business heavy street (unlike 10th).

Best Option if not significantly more expensive than #2 and good financing is available. Addresses noise, traffic, and bike track concerns.

12th Ave brings it closer to where more people live. Underground is ideal because 12th Ave is an important east-west traffic corridor.

This is by far the best option and will adress all design issues.

high density communities in and around 17th Ave SW get closer access to the CTrain. gives access without adding noise and keeps cycle paths.

Option 4 is the best option as it doesn't disturb traffic running North/South and won't bother the people in the highly populated beltline.

Good option!

Would provide a great connection for the growing east village community.

Although it is a bug investment, it may be worth it to not disrupt current infrastructure on ground level.

Less traffic congestion with underground option, though of course this will be a expensive option.



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What we Heard

Really great option!

Best option. Closer to bike path, pedestrian corridors, hotels and residential towers. Wider road ROW for construction purposes.

I think Options 3 and 4 are the best choices. 12th avenue stop is much better for events at the Stampede grounds.

Either go under, or over (like the SW portion like a skytrain). You don't impede traffic, less traffic and pedestrian deaths.

I think this is the best option of those provided. Less congestion and potential issues downtown, and closest to key infrastructure.

It's safer and reduces congestion but I'm concerned about the cost.

Long term planning will prove this option to be the best for the city, residents, and commuters. All benefits will far outweigh the costs.

Going to 12 Ave will better include beltline residents to the LRT and at the same time have a station closer to Stampede area.

This is by far the best option. Having the LRT underground allows for minimal noise and congestion in surrounding communities.

It will intersect the Beltline for maximum use in this high population density area.

A tunnel will maintain street life - significant - and not disrupt traffic.

It IS expensive, yes - but it will be by far the best investment in the long term.

The tunnel under 12th presents an opportunity to really make 12 ave most traffic and pedestrian friendly for the long term.

Underground is a necessary investment. Not only would this not disrupt existing infrastructure, it would increase urban vibrancy.

Underground is the best option for all users. Keep the bike lane, driving lanes, and transit routes separated from each other.

The underground option is best for isolating any potential problems that would negatively impact all driver traffic in the core.

Best option. Not creating congestion. Serving most residents/business. Closer (inside?) to the Stampede Park (alt. option to Red Line).

Will serve more people as they will be able to walk both north and south from line. Being below ground enables more development.

Underground 12th Ave would be ideal.

Benefits of underground will outweigh the negatives such as higher expense and temporary impact to roadway systems.



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What we Heard

As owner of The Beltliner restaurant at 12th ave & 2nd Street, i implore the city to use the tunnel along 12th Ave. Best long term solution.

Option 4 gives Beltline residents best access with less impact on traffic with the tunnel.