



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

## Project overview

Built in the 1970's, the 5<sup>th</sup> Street Underpass serves as a main gateway and key corridor for north-south movement between the communities of Beltline and Downtown Calgary.

Currently the underpass' cycle track averages over 1,185 riders each day with as many as 2,500 riders during peak days. More than 6,500 pedestrians pass under the rail tracks each day.

The underpass should be a safe and comfortable space for pedestrians and cyclists as they move between the Beltline and Downtown communities. Through the creative use of durable and inexpensive material designed to perform in our climate we are exploring to improve the overall user experience through art, strategic lighting concepts and sustainable design solutions.

## Engagement overview

Stakeholder Event #1: Walkshop

DATE	EVENT	DESCRIPTION
May 22, 2018	Stakeholder Event #1 Walkshop	<ul style="list-style-type: none"> <li>Event for internal and external stakeholders</li> <li><b>12-1:30pm</b> – at 8<sup>th</sup> Avenue Place</li> </ul>
May 30 – June 16	Online Engagement	<ul style="list-style-type: none"> <li>Engage portal online set up for feedback</li> </ul>
May 30 – June 16	On Site Engagement	<ul style="list-style-type: none"> <li>Kiosk on site with questions for public feedback</li> </ul>

## What we asked

Participants were asked to provide input regarding the following 3 questions:

What currently works well for the underpass?

What elements of the underpass need improvement?

What opportunities do you see for the underpass?



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## What we heard

Summary of the Stakeholder Event, Online Engagement and On-Site Engagement by common theme:

What currently **WORKS WELL** for the underpass? (394 responses/comments)

159 – Sidewalk / Pedestrian Space  
130 – Bikes / Cycle Track  
43 – Structure / Connections  
30 – Openness / Visibility  
12 – Public Art / Greening  
11 – Lighting  
7 – Cleanliness / Maintenance  
2 – Snow Removal

What elements of the underpass **NEED IMPROVEMENT**? (540 responses/comments)

192 – Lighting  
53 – Sidewalk / Pedestrian Space  
64 – Bikes / Cycle Track  
63 – Cleanliness / Maintenance  
61 – Structure / Connections  
59 – Public Art / Greening  
28 – Snow Removal  
14 – Openness / Visibility  
6 - Safety

What **OPPORTUNITIES** do you see for the underpass? (467 responses/comments)

151 – Public Art / Greening  
107 – Lighting  
59 – Sidewalk / Pedestrian Space  
56 – Bikes / Cycle Track  
43 – Structure / Connections  
32 – Cleanliness / Maintenance  
12 – Openness / Visibility  
7 – Snow Removal

- For a verbatim listing of all the input that was provided, please see the [Verbatim](#) section below.



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## Next steps

- The project team is reviewing the responses and using the feedback to determine the priorities
- Project schedule:

<b>DATE</b>	<b>EVENT</b>	<b>DESCRIPTION</b>
September	Stakeholder Event #2	<ul style="list-style-type: none"><li>• Event for internal and external</li><li>• Concepts presented to stakeholders for discussion</li></ul>
End September	Public Open House	<ul style="list-style-type: none"><li>• Preferred concepts presented to stakeholders</li></ul>
Q1 2019	Project Tender	
Q2 2019	Construction	



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## Verbatim

The underpass is very functional for foot traffic - lots of room for commuters on foot and highly convenient.
THE BIKE LANE! I love this bike lane to get in and out downtown from the beltline. I also do use this underpass weekly while driving and I think the current divide works. Very happy with the actual flow of traffic on this underpass.
The bike path
I enjoy the bike lane in the east side of the underpass. I'm not a cyclist but it's a safe place for cyclists to commute and it keeps them from tying up driving lanes.
How wide it is and the Roman Stone walkways are a great feature.
Lots of space for everyone. Relatively flat and open.
It is not an ideal underpass to be honest.
Easy to access and walk through
Very good location
Nice wide sidewalks and an open feel.
It's location is practical
Nothing
Easy access for commuters.
It's a much wider pedestrian thoroughfare than many of the underpasses. This should be taken into consideration when renovating it and not made narrower.
It gets me where I need to go when it's open. The pedestrian walkways don't flood during heavy rainfall. Protects pedestrians from traffic.
It does its job.
large pedestrian walkways are good, triple turning lanes onto 5th from 9th Ave are also awesome! I have no problem biking under with traffic
The artwork is a good touch. I like the fact that the side walk is easily viewable by passing cars. This makes it feel more open and safe.
The divided cycle track
Any art from an artist who has been consulted and paid for their work.
The underpass has a large area for
Lots of room for pedestrian traffic. I walk to work every day and there are a lot of pedestrians who gather at that underpass to head downtown. The current underpass offers plenty of room to walk comfortably.
It's equitable for all travel modes according to their needs. One of the rare examples in Calgary. Appreciate the cycle track as it's the ONLY good cycling connection suitable to all ages and abilities between the Beltline and Downtown.



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The railings are a good thing.
Wide sidewalks.
It provides grade separation from the railway.
There's a cycletrack. Yay!
As is. Nothing should be changed. One should asked if these overpasses really require an overhaul when it is so relatively new.
Size of the sidewalk, slope of walkway for able bodied persons.
Wide and allows acceleration to manage the uphill
The fact that it's there
It's ok
Pedestrians have decent access.
It has a cycle track and wide comfortable sidewalks.
Separated bike lane from both vehicles and pedestrians. Before the bike lane, it was terrifying to use this underpass as a cyclist because drivers still try to pass you even though the road gets narrow and you are entitled to a full lane. Speed on bikes varies through the dip, which is why a shared pathway of pedestrians and cyclists would also not work.
Nothing. Very noisy, polluted, cold
The separate bike lane, the friendly homeless guy who says hi to everyone.
Its a sidewalk, it goes under the tracks so we do not have to cross them.
This is a tough question!
Pedestrian crossings are good
Wide walkways on either side, public artwork.
the bike lane is amazing! I wish all of Calgary's bike infrastructure could be this good.
It's fine quit inventing ways to spend taxpayers money
The wide pedestrian width of the side walk compared to other under passes.
Everything functions well
I believe it has the widest sidewalks of the older downtown underpasses, so that is a plus.
Wide sidewalks. Cycle track.
The bike lane is not shared space with the sidewalk.
Great for pedestrians walking
Everything
The bike lane and sidewalks are wide. It's light and airy and not cramped.
It's one of the nicer, more open, old ones.
Large sidewalk. Cycle lane. One way traffic. Traffic count for cyclist. Elevated sidewalk as to not get splashed by vehicle traffic. None slippery surface.



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It passes under a road and train line.
Wide pathways and the bike lane is great.
Dedicated cycle lanes are a key feature of this underpass improving traffic flow and safety.
Width of pedestrian walkway
Wide sidewalks, the cycle tracks
It is an underpass that passes under the thing it is designed to pass under.
The wide sidewalks work well. The cycletracks work very well in a northbound direction. I enjoy the artwork on the west side of the underpass.
Maybe the sidewalks, but that would be it.
traffic flow with a bike lane. Even at rush hour, the traffic moves quickly under this underpass.
It is a direct, safe route in and out of the downtown core.
Helps to avoid the train
The Bike Lanes
exactly how it is
Wide sidewalks, cycle track, grade of the underpass
wide unobstructed sidewalks
The central location and physical separation of cyclists and cars in what is normally a very busy and aggressive driver area.
The cycle tracks, the wide sidewalks.
Wide sidewalks.
The cycle track!
It currently works well for pedestrians, with the virtue of being one of the few ways of walking through to downtown in that area that is not blocked off for construction. For drivers, the left turn onto 10th Avenue is difficult in that it is easy to miss cyclists coming up on the bike path. [To be clear, the bike path is a good thing. It's just that there are visibility problems in that spot.]
Everything
The cycle track is great.
It's an effective underpass. And does not have broken glass despite the lyrics of warm leatherette.
Seperate car,bike and pedestrian traffic
Nice to see the cyclists using the path system
Divided Bike Lane! Wide pedestrian walks!
It has relatively good sightlines - you can almost see from end to end, and that's important from a safety perspective, especially as a woman, I like to scan the environment before I enter it. Also, the sidewalk is wide, so people travelling in different directions can pass comfortably.
It is open and functional



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Just that it works.
The cycle counter provides encouragement.
The underpass itself works just fine. It's generally dry and adequately lit.
wide side walks
It is a huge improvement on having to pedal like mad to stay in the flow of car traffic
Separate lanes for cyclists and pedestrians.
Bikes lanes and easy walking access
That cars are allowed. I use it daily for my commute home through downtown.
Cycle tracks, wide sidewalks
3 wide traffic lanes, nice cycle track and wide, well sloped sidewalks
It's fine the way it is. Money spent on the 8st, 4 st, and 1 st underpasses didn't improve things measurably. There's still a homeless guy sitting on either end of it and it's still a place I wouldn't feel safe walking under after hours. Spend the money elsewhere or just don't spend it at all and let calgarians keep a little more in their pockets.
It's nice that there is a dedicated pathway for bikes.
It's location
It gets me from point a to point b
Dedicated cycling lanes. Traffic lights on 9th ave to limit cycle and vehicle conflict.
Cycle track
Movement of pedestrian and vehicle traffic
It's wide for pedestrians, drains well when wet.
The sidewalk is wiser than others
The bike lane is fantastic. Makes it so much safer to commute downtown. Lights time just a bit better would help so you don't need to stop once you have momentum in climb.
I don't t think it's wirking well at all. I absolutely try to avoid taking it. My car and I still there idling, I prefer not to use it.
Having a cycletrack and pedestrian access on both sides
The pedestrian area being up high and not near the cars. It makes it more comfortable for the pedestrian not to be close to cars in the confine space.
It is an underpass that works for transportation
I like how it is clean, wide.
Bike lane. Really great to see it
Large sidewalks
Dedicated bike lane, pedestrian sidewalks.
Access is good, wide enough for pedestrians



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The addition of the bike lane has been a great improvement for bike commuting. I leave in Marda Loop and use that underpass everyday from March to November.
Permeable paving is good. Great that it's wider than 8 St, 4 St, 1 St, Macleod, 1 St SE sidewalks.
Traffic lights signalling is ok.
Nice and wide, great separation from the traffic.
Wide sidewalks
We love the underpass cycle track. Underpasses are usually so scary on bikes and this one is fabulous.
It's nice and wide and the bike path is great.
Bike lane, wide sidewalks
the cycle track
Cycling Lane
That it goes underground
Wide enough
It's nice just that it exists.
Traffic flow
Wide enough for a lot of foot traffic on both sides. My main mode of use. Meets the needs for all users.
A great connection between downtown and the belt line. I use it frequently.
Wide sidewalk/pathway, the bike lane.
Space is great and allows for 2 way traffic for pedestrians.
Everything in summer.
Wide sidewalks.
Very wide
The width for both pedestrians and cyclists is wide enough. I love the paintings! Please keep them!
The wide sidewalks are nice--not much else
The cycle track lane
Just leave it as is. We've had to endure one side of the underpass on 4th Street for years and it's still ongoing. If there is nothing wrong with it, just leave it alone. The 4th Street is an ongoing, drawn out unnecessary project. Just let us walk - on both sides!
The bike lanes work very well and are well used. The sidewalk space is ample. During the daylight hours, there is good natural light.
I love the wide sidewalk and the cycle track.
Quick access to downtown for pedestrians



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Protected bike lanes are great - ensure that they become permanent - perhaps add leaning rails at intersections <a href="https://www.citylab.com/transportation/2015/02/cyclists-rest-your-weary-limbs-on-seattles-first-ever-leaning-rails/386342/">https://www.citylab.com/transportation/2015/02/cyclists-rest-your-weary-limbs-on-seattles-first-ever-leaning-rails/386342/</a>
Cycle tracks (though see below).
Wide side walk, accommodates lots of people
Bike lane and I believe that you can't turn left onto 10th heading east
The grade
Wide sidewalks can accommodate many pedestrians at once.
Width of walkways
The cycle track is the primary thing that works well here. I also appreciate that the sidewalks don't have a steep descent and incline for pedestrians.
A pathway between the beltline and central downtown core
Cycle tracks!
The slope is low and the sidewalk is wide.
Having bike lane means I no longer fear for my life.
The bike lane is good the sidewalks are wide
Cycle track is important. Makes it much safer for everyone.
Access
The cycletrack and sidewalks
Protected cycle track is excellent. Long live the cycle track. Wide sidewalks are good.
modern design
Bike lanes and wide walkways.
Separate pedestrian path from vehicle traffic level.
The underpass is one of the best in terms of its width for both pedestrians and for cars. Compared to other underpasses, it feels like it receives more natural light and is in a better state of repair.
It connects 9th and 10th avenues.
Nothing.
It provides access under the train route, which means trains don't interrupt pedestrians or the flow of traffic. I've used it numerous times as a pedestrian for quick access to the downtown train line, or to Steven Ave. It's in a good location and give nice access without having to wait for lights or trains. I like that it has the bike lane, it give bikes access to the same routes; the cycle counter is also neat.
serves its purpose, accommodates people and cars
Bike lane, turning light from 9th to 5th street going south. Nice wide pedestrian walkway.



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Wide side walks for two "lanes" of pedestrian traffic.
The walkway, the railings, and the bike lane.
I regularly use the bike lane and the pedestrian area.
The wide sidewalks and artwork and especially the bike lanes although all of these elements needs to be evolved.
I can cross the tracks.
All pedestrians, cars and cyclists use it.
The previous bar rail was much better.
I can get to the other side!
Pictures on the wall
Wide walking lanes
I like the bike lane
Bike lanes were a huge edition.
Other than fulfilling the basic purpose of providing a sidewalk, not much. I'm happy that the city is making these underpasses a more pleasant walking and general commuting experience.
If the underpass is indeed structurally sound then please leave it alone. With the 17th avenue project going on right now it turns 5th into 1 lane backing up traffic already. If lighting is an issue that's a quick cheap fix. Let's stop there.
The width is very pedestrian friendly
Flow through both sides - it would be even better if there was MORE DISTANCE between lights and the underpass. The bike lane really reduces risk and works well for cyclists and motorists. Wide sidewalks are important!
I can cross 9th safely.
It only works well for the cars.
Pedestrian access
Everything works well!
wide walkways
There are sidewalks which is great.
Walking under works well
Wide sidewalks for pedestrians walking in both directions, separate bike lane, improved accessibility for disabled people crossing the streets
Bike track, pedestrian accessible on both sides, width of sidewalks.
The bike lane is great!
It's wide and provides ample room for pedestrian traffic along it.
It's bright and well lit. Comfortable walking though.



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You can walk both ways on it until the homes start to take over it
Access
Sidewalk
the entire underpass is fine as it is.
I like it the way it is. I enjoy the painted art along the sides.
Not much. The cycle track is good and I appreciate the wide sidewalks.
The cycle track; The asphalt multi-use pathway on the east side; Sidewalks
Location is important to cross in that area
works ok as a pedestrian and i guess as a motorist
Love the Bike lanes. Makes my commute much safer.
The underpass is nicely sloped - it's not too steep. I like how wide the sidewalk for pedestrians is. The separated bike lane is also great. The lighting is good, I feel safe biking and walking under it at night.
Cycle Track is great! Love it!
Location - there's only really 1,4,5 and 8th street to get across the train lines . Separate biking lanes are good!
Wide sidewalks
Everything, really. No complaints.
Wide walkway for pedestrians. The art helps make it a nicer place to walk through.
Nothing
It's an underpass?
The public art and the bike lanes.
Nice to have a bike lane.
Bike lane!
Wide sidewalks. Bike path.
Cars, NO more artwork!
I absolutely love the bike meter in the underpass. Apart from that...
all of it works well
Wide sidewalks
- efficient means for cyclists and pedestrians to move in and out of downtown.
The sidewalks are wide. While I am not a fan of bike paths in general - but it works well.
It's open for use and not under construction like every other street and underpass in this city with the glaring exception of those that need most attention. Like 14th street west for instance, which is where the sidewalk crumbles into the street more each day
Space to walk.



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Space of the walkways
The underpass works fine the way it is. Even your opening statement “the underpass is both functionally and structurally sound” proves that point implicitly. The headache everyone would have to deal with in order to make unnecessary changes is absolutely not worth it
The quick access to 9th Ave from 10th ave.
Seems to do the trick for a separate cycle track. I like the counter thing too!
It's wide and tall - unlike other overpasses in the city, it doesn't feel cramped.
It is there. Needs to let up and decorated
It's a tad dodgy but not too bad during daytime
It allows people walking, in cars and on bikes to go under the train tracks.
I love that it has bike lanes. As a biker, I don't want to be on the sidewalk with pedestrians because it is not fair to them, but the vehicle lanes under bridges are particularly scary for a biker. The bike lanes give me my own space to be safe and not in anyone's way.
Nothing since the bike lane was added
Nothing.
One way southbound traffic.
Bike lanes but it would be better if there is a one bike lane on both east and west side.
The bike lane is great - I use it all the time - and the wide sidewalks are nice, especially when it's busy.
The bike lane
Wide walkways
The bike lanes are a joke this is a winter city quit wasting our money! If you must and I mean absolute must add lighting nothing else!!!!!! And quit tarring out our heated c train stations!!!!!!!!!!!!!! How the hell you you expect people to use this in winter! And In case you chose to travel all the time or are to busy parking in your free heated underground parking space at city hall this is a winter city!!!!!! The heated c train is a must!!!!
I'm glad for the bike path, I would love to see something to make it more bike friendly, like not having to start at such a steep incline to get going north from the south side of the intersection. What kinds of innovation can we find from other bike friendly cities?
Location
Being an underpass to cross the tracks.
It provides access from 9Ave to 10Ave.
I really appreciate the bike lanes! And I have always found being a walker to be acceptable as well.
Enough room for pedestrians without crowding
Pedestrian walk way is good. You guys need to clear the snow in the winter though. Enough with the bike lanes, those should not be priority. Leave the underpass as it is. I use it every day.



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<p>Pedestrian access is wide and allows pedestrians to flow well in both directions. The under pass is bright and open. Vehicle traffic moves smoothly in and out of downtown.</p>
<p>it is a major connector between 8 and 10 ave under the rail tracks . if you made it 4 lanes 2 each way and a bike lane closer to the side walk on each side which has a 4 inch lift to remainder sidewalk .now put up metal pipes that look like the peace bridge on each side over top of sidewalk and part of bike lane sheltered on each side until car lanes this offers lots of lighting ..Snow removal could take up some of the bike lane in winter and still have lots room in the bike lane sidewalk and roadway for every thing to work ..the roof over the sidewalk could contain monitors led screen with useful information or just some plain craziness .</p>
<p>The width of the pedestrian sidewalks is excellent especially compared to the one at 4th and the one at 8th. It rarely gets too congested to allow users to pass.</p>
<p>The bike lane</p>
<p>The amount of space for cyclist.</p>
<p>It's open (as opposed to half of the 4th street underpass).</p>
<p>Wide sidewalks. Separated space for bicycles.</p>
<p>Is ok!</p>
<p>The help buttons. Some very sketchy characters hang out under that bridge, and when I (a single female) am walking home from either work or wherever the help buttons make me feel safe.</p>
<p>N/a</p>
<p>It gets me into downtown and keeps me safe from car traffic.</p>
<p>Enough space for pedestrians on the sidewalks</p>
<p>It doesn't have million dollar [removed] art</p>
<p>Access and egress to 9th ave on both east and west sides. Well lit, well traveled throughout day and night. Revolving art installations were cool! Bring them back!</p>
<p>Brightening it up with lights and cleaning it up with fresh paint</p>
<p>I love the cycle track under 5th. I use it every day. Through the winter it was usually not terribly icy.</p>
<p>That you don't use more space for cyclists. It's an underpass for cars</p>
<p>Everything</p>
<p>nothing</p>
<p>The wide lanes for pedestrians and bikes, lots of room for traffic flow</p>
<p>The two west lanes</p>
<p>wide sidewalks,</p>
<p>It's wide.</p>
<p>It's open and you can walk through it.</p>
<p>The sidewalks on both sides allow pedestrians to access the areas they want.</p>



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Its spaciousness for comfortable walking through the underpass.
Lighting and art
Large sidewalks, more car lanes.
Get rid of the bike lanes; the space they take up in lieu of this pretentious contradictory "green" initiative, and the congestion that occurs as a result of this half-wit idea, more than contributes to excess emissions by causing bottlenecks in traffic throughout the entire DT core, meaning people are stuck in traffic even longer than they would without these idiotic bike lanes.
Ability to ride my bike when not in vehicle traffic.
The addition of the cycle track provided the first real viable link into downtown for those of us South without a large diversion, so thank you for building that.
I live in the Beltline and take this route on a daily basis on my commute to work. I ride my bike on the cycle track and really appreciate that there is a dedicated bike lane on this underpass. There are a lot of pedestrians also using the underpass. The one-way vehicle traffic is pretty steady and not very congested even during rush hour so this is good.
Like the wide walkways
The wide sidewalks on each side.
The part that is covered works fine in winter
Separation of cyclists and pedestrians, unlike other passes where the sidewalk and cycle lane merge together
Convenient location
Wide sidewalks.
the cycle tracks and pedestrian walkway
For walking, it's fine the way it is
Wide sidewalks.
Safe to walk and not zoomed over by the favoured cyclists
It is solid, and has enough room for two ways of foot traffic.
It's an underpass
The cycle lane was a game changer for cycling south from downtown. This used to be a tough street to cycle down in the middle of traffic and the nearest safe options to get south are 10th street and 4th street NW.
The sidewalk size
The separation from cars and the road.
The one-way traffic and divider to turn left are great.
Width of sidewalks, general sight lines, cleaner and easier to remove snow from. Cycle track provides more buffer from vehicles.
The location



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I lived in the east village while the underpass was being built and prior to it's existence it was difficult to walk to the saddledome and driving wasn't much easier. It's created a connection that had part of city cut off.
It keeps traffic moving .
Not too sure what's working well. Really one of the few options as a pedestrian to get over to 12th ave from the c-train.
It is an effective way to connect parts of the city for pedestrian travel.
Not too sloped
Bike Lanes.
Car traffic and pedestrian traffic
It's wide and clean
Bike lane is GREAT! I like the bike ride counter showing how many people have been using the lanes. I like how wide the pedestrian walkway is.
It's functional.
Cycle infrastructure works reasonably well.
The sidewalk is very wide, making walking during busy times easy.
It is pretty clean and passable. It's adequately wide.
The sidewalk width and bike lanes
Keep it as is putting a bike lane in would make It too tight.
The width.
Wide sidewalk
Almost nothing. For pedestrians it is loud and too close to vehicles and spray. Safety is a concern between cars and 'residents'. Lighting is poor. There is zero design appeal and no natural elements.
I like how wide the pathway is compared to the older version which was very narrow. I also think the bike lanes are well done.
It's a shortcut
The bike lane is at the same level as cars so cars can see you as they try to turn left onto 10 Ave. (As opposed to the bike lanes on Olympic way SE where I constantly experience that the cars cannot easily see me and fear they are going to hit me as a consequence as they turn onto 9 Ave or into the alley behind Village Ice Cream or onto 11 Ave )
The underpass is fine
It works fine
Wide sidewalks, support banisters for people who have difficulty walking, cycle path is awesome. Artwork is a great idea, but find a way to graffiti proof it from the idiots who want to tag it.
That it isn't slowing down traffic in any direction and maintains the downtown core flow.



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I love the banner with old news! So cool, adds lots of personality to the space. Glad the help buttons are there.
The bike lane.
The cycle track - it's the best connection to get from one side of the CP tracks to the other.
At least there's a cycletrack! Now, pedestrians, drivers and cyclists all have good dedicated space.
I'm so glad there's a bike lane in there now
It is a wonderful connection from the river side downtown to the south side of the railway
The cycle track on 5 St for this underpass is a vital part of my commute and is one of the busiest areas downtown in terms of cyclist traffic.
How wide the sidewalk is
The cycle track! So much safer for me and my family.
Wide sidewalks are no longer competing for space with bikes and are ripe for vendors, etc
Love the cycle track here!!! I use it every day to get to work.
Convenient to cut under Bow Trail/9th Ave.
As a woman, walking this underpass gives me the sensation of being trapped. There are many transient people who also like to camp out in the shelter of the underpass and so having no way to escape if you needed to is challenging. It can be intimidating and I would never walk into this dark tunnel-like underpass after it gets dark.
The overall look, it is very gloomy. The times that I have walked on the under path is rather unnerving as a woman. It's not lit very well and I can't remember if this one has the hidden staircase that make it rather scary if there's a transient person there.
Lighting, artwork
Could use more lights.
It needs better lighting and some sort of personality. Incorporating embedded LED lighting as was done in the underpass at 9th Ave. & 4th St. SE would be an excellent way to achieve this. As well, the old concrete overhangs from the rail line should be spruced-up or modernized with stainless steel framing or something like the above-mentioned underpass. That particular project sets the standard for upgrading the remaining Downtown underpasses.
Cycle track needs to be more than just plastic barriers (ie: permanent concrete buffer to project from cars). Brighter lighting. More inviting (eg: colour, art, cleanliness)
<ol style="list-style-type: none"> <li>1. In the winter is is not cleaned by the city. (Many people slipping and falling on a daily basis). So icy and so much snow.</li> <li>2. Not well lit.</li> <li>3. No art work</li> <li>4. Bikers are aggressive at this intersection.</li> <li>5. No emergency button.</li> </ol>



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Get rid of the panhandlers
Needs better lighting. many women are hesitant to use the underpass at night because it feels unsafe, but the route around is very long. Also the walkway is already beginning to wear, and become slightly uneven on the north west side.
Snow removal on the sidewalks would really be helpful - the bike lanes get cleared but the sidewalks are a complete mess. I use this underpass five days a week to walk to work and I don't remember one day it was cleared all winter. During the winter months you have more people walking than biking - unless the goal is to have the walking population use the bike lanes - it would be good to have snow maintenance on the sidewalks.
Bike lane hogs too much room when driving (too wide) and centre divider creates traffic nightmares during rush hour. I like the underpass as a pedestrian but hate it as a driver. At night the underpass could use better lighting.
It's an eyesore.
Aesthetic, lighting, noise control, surface
The walkway/sidewalk is old. The bridge itself is dingy and weathered. The lighting definitely needs to be enhanced. There are always homeless people asking for money. I think that they should not be allowed to stay there. It makes the walk very uncomfortable for a young woman like myself at night. I have even seen the occasional MOUSE running around!!!
My god, this thing is like a trash fire half the time. Used as an outhouse by any one drunk enough not to be able to tell the difference between this and a toilet. Better lighting is absolutely necessary to move this away from remaining an aforementioned outhouse and from appearing like an obvious "avid if you're low on hit points" area in a video game.
Flooding of roadway during heavy rainfall. I often think about how trapped I'd be if attacked ... no way off the walkway other than forward or back (roadway too far down from walkway for either escape or help from there).
It smells like pee.
safer bike/car management maybe? I don't mind it really.
It could do with more lights to make visibility easier at night.
Better lighting. It's also often obstructed by people sitting or lying under it.
Art that has been stolen from artists without consultation or payment. Stolen art.
The design could be updated.
Nothing comes to mind.
Consider separate-phase signals for motorists and cyclists at 5th Street. This may make it safer for cyclists and easier for motorists to make a left turn onto 10th Avenue from southbound 5th Street. Consider a bike turn box for cyclists turning to westbound 10th Avenue from southbound 5th Street, as 10th Avenue remains a relatively popular bike corridor. Make the dividers between the cycle track and general purpose lanes nicer, like on 7th Street SW.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

More lights to be added for night time use.
Scary and not well lit at night. The pavement is very uneven.
It needs to be wider for vehicles and have separated lanes for bicycles.
"Left turn across cycletrack + crosswalk" can be problematic. There's no provision for bikes to turn right on 10th or 11th. There's not a good way to get "east" and stay on the north side of the CPR tracks (e.g. connecting 9th Ave here to the rest of the 9th cycletrack would work far better than 8th does currently, and get "all the way" through downtown).
Nothing.
Lack of lighting, "hostile" design elements that discourage panhandlers and loiterers, rough walking/rolling surface for wheelchairs, slope of walkway for wheelchairs / disabled walkers.
Synch the light so that we don't waste momentum going north in Amy and going south in pm Also ice forms in the winter spring after melt... better drainage Maybe some art
It's ugly, dirty and lots of garbage. Panhandlers are there daily.
Lit up at night and not dark, security camera and help buttons
As there are already way too few vehicular exits out of downtown, the bike lane significantly reduces vehicular exiting ability, and slows overall traffic. Sorry to say it but there simply is not the bicycle traffic to warrant the reduction in volume. People are going to drive downtown. Period. All the pandering to bike traffic does nothing but further piss off the majority of voters. I know I personally will not be voting for any aldermen or city officials that voted in favor of bike lanes
Public Art - namely the complete lack of. Connections are very poor - namely 9th Ave sidewalks are abhorrent on the N side and on the S side there is a constant danger of being left hooked by vehicles while on a bike. Left turns should be prohibited or bike priority maintained. Cycle track also sorely needs to be made permanent and separation upgraded/maintained. Detours and construction have largely exclusively impacted pedestrians.
Better lighting and some visual interest! Also, the timing of the lights across 9th ave used to favour bike traffic going north, because you could use momentum to make it across 9th while the bike light was green. This has since changed so cyclists need to stop at the top of the hill and wait to cross 9th, and then battle a slight uphill to get moving again when entering the intersection. It was better and felt safer before because there were no cyclist bottle necks at 9th ave. Would be great to have this back!
Toronto underpasses by union station are indoors and semi heated and very well lit. Calgary can do better by making the underpass component indoors and heated, with a glass wall. Also should have cool lighting effect and artwork. Making the walkway an indoor walkway will increase foot traffic and make nearby properties more attractive and valuable.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Aesthetics, lighting, cleanliness
The underpass is dingy and the west side is consistently littered with garbage, dirt, and bird seed. I have on many occasions seen mice eating the piles of seeds and trash built up along this underpass. This, and the fact that it is not well lit makes me want to avoid using it all together.
Better lighting, the smell of urine, vomit, and homeless people begging all the time.
Lighting, walkway width, art
Very dirty and poorly lit
Considerably improved lighting, well marked separated pedestrian & bike lanes, safer egress for pedestrians to cross 9th and 10th Avenues (considerable danger from cars turning, very short timing for pedestrian signals)
lighting (needs to be brighter, less grey concrete) for pedestrians. Also both 9th Ave and 10th Ave have too long E-W movements, resulting in too long waits for pedestrians and cyclists.
None
It needs to be beautiful as well as safe. Make public art bright and colourful as to reduce the stigma that exists with walking under underpasses. It's more friendly to walk down an underpass that is well lit and has an aesthetic than to walk under one that had homeless people with dim lighting.
The roads could be repaved and maybe more lighting
<p>The lighting of the underpass needs significant improvement.</p> <p>Wayfinding signage could be added, as this is 1 of the 2 main routes (the other being 4 St. SW) between Eau Claire and the Beltline.</p> <p>The aesthetics of the retaining wall lining the underpass could be improved with art displays similar to that under the flyovers in the East Village, or some sort of dynamic/interactive display to make it a treat rather than a chore to walk through the underpass. Regardless, the current rocky facade is quite unappealing.</p> <p>The sidewalks could be widened by adding offset railing fixtures such as those installed in the recent 8 St. SW underpass revitalization.</p> <p>Attention should be given to the future interaction with Marriott and Place Ten.</p>
Garbage and graffiti cleanup. It occasionally floods with water.
Lighting. The crosswalks at 10 Ave (both east and west) are spots where cyclists and pedestrians are very vulnerable to cars turning. Also, in the winter a mini "glacier" formed in the middle of the underpass so it was dangerous to ride over.
Lighting; Security Camera; The concrete and stones - need smooth ones. Hard to walk on with work shoes - heels.
Lighting



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Lanes are narrow
It could be freshened up a bit with lighting, paint, simple art. But of the underpasses along the train tracks, this one is by far the least bad, and doesn't justify one of those full blown renovations.
Not much honestly.
Visual aspect and lighting. Pan handling.
Improve the lighting, the underpass is very dark at night. Add the security features that have been added to the newly renovated underpasses.
The vague smell of urine.
The underpass could use some lighting improvements, maybe some LED lighting to shake the dark feeling when crossing under. Like most underpasses in Calgary, it is in serious need of some COLOUR. Sure the paintings are a nice addition, but why not drape our barren concrete underpasses with MURALS!? Murals are relatively cheap and a great way to allow local artist to showcase their talent. We spend so much money on things like the blue ring, which could pay for dozens of murals around the city, with a much more positive impact. We don't need to reinvent the wheel here, just let some local artists do their thing with some paint and we can start to eliminate the "concrete wasteland" feel of downtown.
Major cosmetic upgrades. Better/increased lighting. New paving material for the sidewalks. Fresh coat of paint or a new façade for the walls.
Width of pedestrian areas needs to be increased. Lighting improved for night access. Walking surface needs to be improved to ensure mobility affected are able to navigate (cobblestones are not ideal). Ability to clear snow without piling it on sidewalks and corners would also improve access.
Utilize for public art, perhaps something digital that would also provide light
Lighting, the 10th Avenue intersection is so dangerous for pedestrians and cyclists heading north south by vehicle traffic turning left onto 10th Ave.
Nothing. We should not spend a single tax-payer dollar on this underpass until it needs structural changes.
When cycling in the track southbound, it is difficult to turn right (east). You have to either stop in the track and block bikes behind you, or turn into and across three lanes of traffic.
There is really only one through lane for traffic which is not enough considering the volume of traffic. The far right lanes is delayed for through traffic as cars turning right onto 10th Ave wait for pedestrians who continue to cross long after the walk light changes. The far left lane is delayed for through traffic as cars turning left onto 10th Ave wait for bikes and pedestrians who continue to cross long after the walk light changes.
facelift - it is old, grey, dark and unwelcoming. Generally feels unsafe and uncared for.
Southbound cars making left turns onto 10th Ave may have trouble seeing southbound bikes and correctly judging their speed to make turns. Northbound bikes have to enter narrowing bike lanes that jogs left slightly.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Really not safe to have to check in front for bikes and pedestrians and behind for bikes at the same time. Huge safety issue.
Public Art
none
Intersection at 10 Av is sketchy. Need to control vehicles turning there.
too much panhandling/vagrancy, makes it uncomfortable and brings junkyness and litter
No left turns on 10th when cyclists have a green light.
Biking across 10th avenue - there should a red turn light to avoid being left-hooked. As a driver and cyclist myself, I hold my breath when I cross it.
The intersection of 9th ave and 5th st sw. Often dangerous for pedestrians and cyclists as drivers still turn left on the no turns on red signal. Also similar around 10th ave and 5 st sw.
Lighting.
If there is any way of improving the visibility of cyclists coming up southbound from the underpass, that would be appreciated.
Nothing
The cycle track needs to be made permanent, with concrete barriers. Lighting needs to be improved.
Maybe some motion sensitive lighting because it tends to be dark; some brightening effects like art, lighting, etc. Make it more visually inviting to contrast with the general drabness of the city and depressing brutalism architecture, especially in winter.
Concrete carriers separating bike and car traffic. I have seen vehicles veer into the vehicle because they think they need to be in the far left lane to turn. Time of lights for bike traffic would also improve traffic flow as you can not get through both lights as an average speed cyclist at any time of the day. Possibly have an advanced ped/bike traffic on the north light before the turn signal to allow ample time to travel. Also the cars turning left onto 10th travelling south typically cut off a cyclist that it going through the intersection so an advance green for bikes would resolve this.
Think about women's safety at all times
The left hand lane next to bike path becomes backed up during rush hour. This is a result of vehicles turning left onto tenth ave. Pedestrians and cyclists are busy crossing. There needs to be a sign not allowing vehicles to turn left during rush hour. The sign exists on the 8st under pass. You can't turn onto tenth at the restricted times. The option would be to have a delay on the walk for the cyclists and walkers. This would clear up the backup taking place.
Needs better lighting. Some art underneath would be lovely....It is challenging with the amount of panhandling.
Attention grabbing signage to people turning left on to 10th to yield to cyclists!
It's dark and poorly lit. As a woman, I need to be able to see where I'm going and what I am entering, especially when it is a confined area (even if it is only a short space in the underpass).



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

No real major defects
Safety. Better and more interesting, maybe coloured led lighting. Maybe some art painted by a Calgarian artist.
Drivers who are not in the leftmost traffic lane still make left turns onto 10th Ave., which are not only illegal but also very dangerous to cyclists.
The crossing when headed southbound at 10th is the scariest intersection in the entire bike network in my opinion. Cars consistently turn left through the bike lanes without realizing that bikes are coming up behind them. Not staggering the right of way at this very busy intersection is terrifying and I have a near collision at least once a month.
uneven side walk brick on the west side
I'm not a big fan of having both directions of travel on the same side of the road. It increases the potential for bike on bike collisions and makes passing difficult. Turning west onto 11th ave or 12th ave is awkward and dangerous if people try their pass on bik d
Often dangerous left turn by vehicles into 10th ave north
Better lighting, do not allow people to sit there all day with their carts and crates as their is not enough room for people to pass during busy times and it makes you feel unsafe - I walk this way everyday and dread having walk all of these walkways because of that
Cyclists do not follow traffic rules. Pedestrians constantly walk against lights. The walk and don't walk lights need to be bigger. Signs telling cyclists to obey lights and traffic rules would be helpful. Same direction of traffic for cyclists would be helpful.
Visual elements, slow vehicle traffic
Lighting and colour of walls, permanent curb instead of flexi posts for cycle track. Also, a clear no left turn on red sign for he left turn signal at 5th entering the underpass at 9th Ave.
Nothing
There always seems to be tension with car drivers wanting to turn right left from 5th onto 9 Avenue. The lights could be timed better for cyclists approaching 10 Ave from Downtown. I always seems to have to stop at the light. It takes more energy to get a bike going on a hill.
How sketchy, dirty and dark it is
Beauty
Timing of the lights between 9th ave and 12 ave. It's brutal that you need to stop at every light because they can't be coordinated.
Widening of road would be good
It would be safer to have the left turn across the bike lane and crosswalk restricted in some way to prevent drivers from hitting people. There is a near-miss almost daily at that intersection. Send the drivers through first, like at 5 St and 12 Ave SW.
Lighting and wall treatments



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Better light at night. Perhaps lighting that is triggered when people walk so not to encourage loitering.
The bike lanes should be removed. The homeless people? Well, I don't feel safe walking under there. Again I try to avoid this by car and by foot.
Lighting. It can get dark under there.
The light is poor and the under surface of the bring could be used for lighting and interesting surface/artwork/texture... The cycle lane can be improved as well, maybe placed at an intermediate hight between the street and pedestrian way.
Less hood rats
The lighting can be brighter at night.
Smells bad - poor lighting
Visual appeal
I mostly use it biking, and I see a lot of cyclists change to the west side from 8th Avenue on southward. I usually go to the west side immediately after 11 Ave in order to go west on 12th. Not sure what the solution is, but as a cyclist I would prefer an added cycle lane on the west side of fifth. As a motorist, I don't know that I would like that.
Artwork
I think it is already quite functional. But maybe the synchronization of traffic lights (for cars as well as for bikes) between 10th and 9th Avenue could help the flow.
Get rid of the retaining walls and have new development build streetfront at top of sidewalk elevation. Bike Boxes on 10 Ave for turns sb to wbound and eastbound to northbound (bikes will split lanes eastbound...) Time stop lights to maximize pedestrians movements not car movements, i.e. time to pedestrian speeds, so you don't have to wait at every stop light.
1) Dedicated turn arrow from 9 Ave SW that have been recently introduced are unnecessary and dramatically shorten the amount of time pedestrians have to cross 5 Street (including the north side for some reason) which seems counter-intuitive to other initiatives. 2) Cyclists continue to use the sidewalk on both sides rather than the bike lane, which interferes with pedestrians. 3) Traffic turning left from 5 St to 10 Ave needs a turn arrow, during the summer with the cyclists it is very difficult to turn left.
Develop the surrounding land on 9th and 10th. WITHOUT CLOSING ANY SIDEWALKS.
Going South, it can sometimes be difficult to wait at 10th Ave at the red light. Especially if we have our young daughter along. Getting started on the uphill is nearly impossible for her. If one wants to head West on 10th, that's a bit of a challenge too.
Cleanliness
If there were places for the homeless to go and live, receive help so they wouldn't set up camp under the pass.
Better lighting for pedestrians, traffic light syncing from 10th Ave to 9th ave



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

the pedestrian experience
More Lighting, CCTV, Improved Bike Lane Viability
It's width and the light that immediately follows the underpass
Better lighting. Fix cracks. Paint walls.
Less cyclists are needed.
There should be more lighting and maybe something cleaner looking than plain concrete
The overall look. I often feel unsafe walking under it if it's not the middle of the night. Maybe to be better lit up.
Garbage collects. Bins at both ends may improve that.
Security, visibility and lighting are key (and all related).
Maintenance. I realize that we have had a difficult winter however it is in very rough shape compared to the adjacent road.
Lighting in general as well as visually appealing/interesting lighting
Needs better lighting and drainage. Water often pools at the middle of the bridge and does not look sanitary. Lighting is dim and I often do not feel safe going through the bridge after day light.
Snow removal. Provide the pedestrians, some of whom have mobility challenges, the same quality of service if snow removal that cyclists get. If that can't be done then improve the hand rails so that they are smaller so the can be gripped.
More lighting, as it is very dark at night. Better art work.
Lighting under the bridge
It's dark when you are under the bridge. Also, it's really grey and dreary. The materials of the side walls and cement railing are that pebbly rock that is also quite depressing. Homeless people urinate under the bridge - I have witnessed this more than once.
It needs way better lighting.
Drainage off of the sidewalk could be improved, as well as lighting. Snow was not always promptly or fully cleared from the sidewalk, and lead to "cowpaths" through the snow this last season. The compacted snow turned to ice. This underpass is also an attractor for panhandlers daily. While it does not feel particularly unsafe during the day, I imagine it could feel unsafe with people loitering there at night.
None required.
When you have melting and freezing conditions it can become treturous. Lightning in the night hours could be improved.
Enhance the underpass using art and improve lighting. Improve cycle track from temporary materials to permanent curb pour. Please provide a separate turning phase/green signal for vehicles at 10 Ave SW so all road users have a safer and more predictable experience crossing/turning at 5 Street & 10 Ave.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Lighting and cleanliness
The sidewalks on 5 street south of the tracks need to be widened, too many people cannot pass by each other and light standards need to be relocated from the middle of the sidewalks. Timing of lights to allow for longer periods of crossing 9 Avenue would be greatly beneficial. The lighting is also not great.
Pedestrian scaled lighting
Cycle track is currently "pilot project" configuration. Please upgrade to permanent track. Lighting should be improved considerably. "Streetscaping", including garbage/recycling receptacles, public art, seating, would improve pedestrian experience.
Cyclists run the light when riding south. Need a warning light for the bikes part way down to give them warning about the light changing. I have witnessed three bike on car collisions myself.
Lighting
Lighting, cleanliness
More lighting
Lighting, homeless
Lighting of the walkway, cycle track and roadway should be improved in the covered areas of the underpass
Appearance, and improper usage as a toilet/home for the homeless and addicted peoples. The bicycle access usage figures you use are for temperate climates, not Calgary winters that can last 5 months throughout the year. It remains the primary usage of car and pedestrian traffic, so the majority of the money and manpower/maintenance should be expended for those priorities, the next being bicycle usage. Not the other way around
Wider sidewalks on the west side.
The lightning and the railing materials seem based on vehicular design standards. Improve light levels and distribution for pedestrians. Railing materials should have human tactile interface in mind. Rusty steel, jagged sheet metal or other materials that mar the clothing or skin of adjacent pedestrians should not be used.
Better lighting.
At 9th ave in the bike lane it's hard to stop and wait as the grade of the hill is very steep somedays I've almost fallen off my bike waiting for the light to be green. Too many homeless people. Needs more color
Cycle track could be at same level as pedestrians but must remain separated.
Lighting
The cycle track needs to be permanent, made wider to accommodate more people biking as the rest of the cities bike network is built out and there needs to be stronger barriers to keep the cars out. Also better lighting, especially for pedestrians.
Better lighting; cleanliness on the sidewalk.
modern design and led lights in color



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Better lighting, visibility.
Dark. Perpetual grime. Debris from homeless.
More light underneath the overpass both for driving and for walking
The overall atmosphere of the underpass is uninspiring. The cycle track could use a more deliberate delineation.
Aesthetics, lighting, mood, symbolic transportation communications.
More lanes and space for cars and a longer turning signal for people turning left onto 9th Ave! You quote pedestrian and cycling numbers but no car volumes. Stop being deceptive in your data and write ups!
Cleanliness and lighting. It always covered in bird feces, human vomit, and rain water. Needs more lighting so pedestrians feel safer at night when walking through it (past homeless people especially)
It looks crummy and old, dark, and there are often beggars sitting there. It could really use a facelift. Functionally, it is fine, but it's just not very nice looking. Better lighting for one, and I find the cobblestone/brick design makes it look dirty and messy. As a driver, I wonder if the new buildings along 10th Ave will cause traffic congestion on the south end of the underpass once they're completed? If there is more traffic flow, the underpass heading south might back up.
it is ugly and non-inviting, do not always feel safe using it as for pedestrians it feels confined
Turning left from far left lane onto 10th. Hard to see bikes coming from behind, not enough opportunity to turn safely especially during rush hour. Anyone wanting to go onto 12th Ave turns into far lane further prohibiting turning.
Lighting. As a woman, I could feel safer walking through downtown underpasses at night.
More art and more lighting in the underpass itself.
Better lighting. Whatever you do, please do NOT isolate the bike lanes or the pedestrians in way that makes it impossible to go into the road if necessary. Ie, if I sense that I'm being trapped in any way. As a woman who travels at night (ie, anytime after 5pm in the evening as of fall), it is incredibly nerve racking being isolated and unable to swerve/move into the road if I encounter one or two potential dangers. This is generally done badly in Calgary (ie, 8th street, Centre street north of the bridge) and it would be beyond aggravating if one of the few connection points between the C train and my work were to cut me off from what felt like a safe way to move between them and force me to use cabs for a few feet of travel.
The bike lane should not be on the same level as the road nor the walking path but somewhere inbetween. Neither should each direction be on the same side. I understand that for the pilot it made sense from an economic perspective to have one vehicle lane become both bike lanes but this is not safe. Now that we have a chance to evolve this let's do it!
Maybe have police walk by occasionally and move the Hoiles people on occasionally. Every day they are there in groups of 2 or 3, it's so indimidating.
Lighting and also there are always bums hanging out there..



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Do not put the covered rail like the 8th street one. It's not safe at night as the homeless people are sleeping there.
More lights. the uneven side walk needs repair. Hard for people with walkers ,wheel chairs or strollers
Remove homeless people, sidewalks need to be wider ovetwèn 11th ave and 10 ave
Lighting. Regularly maintenance and cleaning.
Walls. A better design like the other underpasses would be useful.
Please don't do what was done one the 8th street underpass where the light protrude so much traffic reduces to one lane every time a bus goes through.
the homeless people and the drug trafficking need to be removed, the rest is great
More lighting and visually friendly. Emergency buttons and cameras needed as I haven't seen any
Timing of lights on 9th and 10th ave for cyclists. Generally looking to improve the sync on 5th st overall for cyclists within the constraints/understanding of the busyness cross traffic on 9, 11 and 12 aves
More lighting
Lighting Refreshing the walls
Light.
Turning at the lights immediately on either side of the underpass creates congestion and causes risk as motorists try to change lanes in heavy traffic. One lane with the ability to turn right into multiple lanes from 9th ave creates confusion and causes accidents as motorists in the second lane think they can turn also. The restriction on lane changes between 11/12th ave is outdated and needs to go.
It is covered in vomit and garbage. Emphasis on vomit.
The pedestrian aspect needs a lot of improvement. I am terrified to walk there during the day, let alone at night. Being an underpass, it limits visibility and increases misdeeds, whether it be public urination or more heinous crimes. There are a handful of homeless asking for money there on any given day. Increasing artificial light (therefore increasing visibility) may help reduce unwanted acts being committed. Adding a call box for help would also be good for safety.
Spray wash the stale urine off the walls
Some additional lighting.
lighting, enhanced security, features to keep people from loitering directly in the darkest parts of the underpass
Aesthetic
Managing traffic backup on 5th heading south at 10th when some vehicles try to make right turns while pedestrians cross. Ideally, right turns should be banned during peak times
It is dark and gloomy and scary. Some lights would make it more walk able.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

There need to me more places to cross under. Also, there needs to be less money spent on useless and plagiarized art installations. Use that money to repave and fix potholes in the roads. Use that money to snowplow smaller streets in the Beltline instead!
Brighter lighting, clear glass corridor
Better lighting solutions
Brightened.
There could stand to be more rubbish bins, perhaps one at each end on both sides. The art that's there is nice, but the underpass is pretty boring otherwise, in terms of colours, lighting etc. There could also be more trees and greenery along the route, so it feels less like you're walking through a gross tunnel.
Opening the east side of the underpass. That has been under construction for a LONG time and I am not sure what is being done. It is a hindrance to traffic and pedestrians and needs to get completed.
Very tight when driving. Still a lot of homeless hanging out.
Needs to be cleaned up and a way to keep the homeless from hanging out there
Lighting Artwork
Lighting
Nothing needs to be done the underpass is fine.
Lighting
None
Better drainage and lighting is desperately needed. The underpass always smells like urine and vomit. Frequently you can find used needles and pipes which is a massive liability for the city, not to mention the human risk of disease transmission. It is obvious that the city is not doing enough to combat the opioid crisis and this underpass is a very obvious indicator of that. Needle disposal bins are also needed. It would be a shame to see implementation of sidewalk spikes or other devices to deter loitering put in place. People being poor and needing a place to hide from the elements isn't the problem, but better options for needles and cleaning is needed.
Road surface in the cycle track is bumpy
Great lighting. Emergency response or push buttons for assistance if required.
i can't remember specifically but I remember this being dodgy as a cyclist as the storm drains had potholes around them
More lighting. Maybe re public art.
I honestly can't think of any right now.
Maybe some beautification.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Lighting, security, better lights for pedestrians, this can also be a quiet spot when it's not peak hours and feel a little unsafe - more work on the over pass for security . They can be a trap.... if you get on the bridge and encounter something bad there's no exit
Get rid of the bike lane Better lighting
Public art component could use updating/upgrading. Better lighting would make it less intimidating at night.
More lighting is always better.
Get rid of the cyclists
1) Longer left turn signal for cars turning from 5th Street Southbound onto 9th Avenue Eastbound. Only 4-5 cars get through per light cycle. lengthen the turn signal or alternatively, switch the light signal and bike signal order. Let the bikes go first then make it a green arrow for vehicles for twice the duration. It is too long for bikes on such a major downtown artery. 2) A shorter walk period for pedestrians crossing 10th Avenue on the West side of 5th street. Currently there can be a big backlog of vehicles into the underpass due to the pedestrians and right turning cars. The walk duration does not need to be as long as the traffic signal.
Permanent cycle tracks, preferably at same level as sidewalk - not cars. Lighting overhead.
Light at night
Turning left onto 10 Ave needs a long turn light to keep traffic moving. Also turning left into alley after 10 Ave creating congestion
Lighting. Smell. Sight lines.
Turning right from the bike lane going south is kind of difficult. I feel like I'm in the way.
None
Underpass is dark, especially at nights and winter. Last winter I felt in the underpass because of ice I couldn't see while walking to work. I also bike a lot, and the traffic lights are terrible coordinated. Usually I wouldn't mind, but not when I'm battling to go uphill
lighting
Water pools and creates glare ice and very slippery conditions.
- Timing of green/red lights for cyclists should be improved to prevent cyclists getting stopped on the up-hill red light. Can be difficult for cyclists to get started again going up steep grade. - Cars making a South-bound left turn, when focused on pedestrians in X-walk, often do not properly yield to cyclists. Safety improvement needed here. - Better ice control needed in cycle track. Melt from sidewalk drains across track and freezes under the bridge.
Stimulating peaceful Lighting, Visual aspects, total renovation to improve the walkable experience: floor, walls, lighting, guardrails, drainage, lighting, signs. A would prefer a minimalist design, less is more.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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lighting (both walkway and street) intersection at 10 Ave and 5 St - the left lane (closest to the bike path) needs a left turn light. (or else no left turn allowed (especially at peak times) (the same can almost be said for the right lane but it doesn't seem to hold up traffic as much as the left turn does)
I think you should provide washroom facilities somewhere nearby for public use, as an alternative to this, and all other underpasses in the core
Feel less generic. More comfort and more lighting to make it safer to travel at any time of the day.
Dirty/better lighting/ new paint & railing
Nothing. That underpass is the main artery between downtown and elbow drive. If anything, the bike lanes are inhibiting traffic flow and are only used for 3-4 months a year
Cleanliness and pan-handlers. Intimidating for females to sometimes pass alone - there are often male panhandlers lining the underpass.
It's a little awkward for me to turn right from Southbound 5th St to Westbound 10th Ave but that's not a huge problem.
Drainage of water, ice in the winter, and smell.
Lighting. Winter upkeep
Lighting, safety rails
It's beige, filthy and ugly.
The sidewalk condition could be improved. It seems a little old.
Better capability (throughout) for cars to travel. It's a bottleneck since bike lane added. I used to travel by bike without a bike lane and always felt safe. It's empty a lot if the time in the winter.
Lighting, safety. Time to get rid of the downtown freight train, frankly.
A substantially longer left turn advance for southbound traffic turning east from 5th street to 9th Avenue is needed.
Bike lanes, more lights in the underpass.
It is not especially beautiful looking - it doesn't have the same level of art installation as some of the other underpasses, and because there is often construction there it tends to look dirty.
The walls
Lighting
It feels really brutalistic in terms of an aesthetic. What might make a more friend invitation into the inner city?
Width and lighting
Lighting, cleanliness, lack of homeless lurking, greenery, art.
Lighting
<del>People with addictions or mental illness often set up camp there and ask for money</del>



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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Clear the snow in the winter. Clean up
Power wash the area and paint areas that need it.
the improvement that drastically needs done is the infrastructure . i am a water services employee and we were fixing the storm lines catch bassin at the bottom of the dip between 8 n 10 ave on 5th st south on east side and while we were fixing the catch basins we found out that the pipes that carry the storm water away have aged to a point of unrepair and need to be replaced . So now if our pipes are past repair is their any other things that are in need of repair just to keep up maintenance .The electric sub station probably needs a good going over for upgrades and maintenance, the train track needs some attention as well to stop the damage that its causing and caused .( cracking and falling concrete) due to the extream heavy load.
Lighting is horrific, and due to that I have seen the homeless population using it as a “restroom” also being able to identify black ice in the winter is hard due to low visibility. I have slipped more in that underpass than I care to admit.
Wider lanes for vehicles.
It's very dark at night. It would be nice to brighten it up a bit, especially on the bike lane side.
The timing of the lights as it is a dip down. Often the light changes to red just as you arrive at the top of the next street and one has to stop on the uphill.
Haven't noticed any issues. Maybe better lighting.
Make the cycle track permanent. Lighting for pedestrians and cyclists. Light timing for cyclists and pedestrians at both 10 and 9 Aves. Snow and ice clearance for pedestrians and cyclists.
Lighting and cleanliness
The safety and it has to be more well lit.
I think more merials on the walls. Clean it up. Maybe add bike lanes in the city (not particular in the under pass)
It is dark at night and I don't feel safe walking under after dark.
Certainly not any of the art
Organic, rotating art exhibits. Dedicated lane for bike traffic (lots of cycles still use the underpass). Or ban longboard / roller skate / bike traffic. The manhole / sewer covers are super slippery when covered in snow, it's definitely a pedestrian hazard in the winter.
The extent and quality of the scope of work and execution. From other Uber pass redevelopments they all looked good for two weeks then started to show its flaws. Patch job paint over rusted steel, water streaks running down walls. Overall Poor design and execution.
As a cyclist, pedestrian, and driver and bus taker I have noticed when biking south after work at 10th street drivers don't notice the bikes attempting to cross 10th and occasionally turn into them. Also the timing of the lights heading into downtown in the morning. Small thing.
If it's a cycle track make it illegal for cyclists to use 4th street underpass.
Nothing



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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room for CARS!!!
I think it could be better lit under the bridge and possibly painted to lighten it up a bit. Use of light and perspective to create the optical illusion of a more spacious area. Add a pedestrian counter
The smell and lighting. Constantly smells like urine and is never lit adequately (especially at night)
Removal of bicycle lane
road width compromised by bike lanes, there are far more cars than bikes using it.
More light, more colour.
Provide support for the homeless dude one the side walk and cover the graffiti.
The cobblestone walkway needs improvement as it is uneven and broken in spots. It is very dark under the overpass and that needs improvement. Also, for traffic, the lanes are narrow and buses can hold up traffic as they seem to encroach on both lanes.
Lighting and asthetic appeal. The cobblestone sidewalk is uneven in places.
Lighting.. better look..
Sidewalks
Get rid of the bike lanes; the space they take up in lieu of this pretentious contradictory "green" initiative, and the congestion that occurs as a result of this half-wit idea, more than contributes to excess emissions by causing bottlenecks in traffic throughout the entire DT core, meaning people are stuck in traffic even longer than they would without these idiotic bike lanes.
Biker perspective: Making a right hand turn onto 10Ave when going south is unsafe as there is no place to safely slow down and make right turn as bikers from behind race to make the light. Better if it was not possible to make the next light. Would stop people from riding really fast to make the light
A bit more lighting is all that is required.
Less of a hill to start cycling from when the light turns green on 9th ave
The timing of the lights on both sides of the underpass could be improved for cyclists. In the mornings, travelling south to north, it is not possible to cycle from a full stop at the lights just before the underpass and make it all the way through the lights on 9th Ave. Cyclists tend to pile up on the hill and it is more difficult for all to start on the hill, especially when there are a lot of cyclists stacked up on the hill. Why not time it so an average cyclist can make it through both lights? This works in the opposite direction. Also, the left turn for vehicles from 5th southbound onto 9th Ave. is too long even for rush hour. There are always bikes and pedestrians standing around at the end with no cars needing that left turn signal.
Lighting
Dedicated cycle lanes on the roadway apart from pedestrians.
Have some lighting and may be covering the whole underpass. Even surface. Both would help preventing falls on icy floor



# 5<sup>th</sup> Street Underpass Enhancement

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<p>Intersection of 5st and 10ave get messy when southbound cars try to cut between pedestrians during busy hours. Seen way too many close calls between cyclists and vehicles. The underpass seems to collect trash/debris and during wet or snowy times the bottom collects water which freezes more quickly than the rest of the lane</p>
<p>Need trash and recycling bins on both ends as the underpass currently attracts litter</p>
<p>Have LED/low energy lighting to make this safer for all citizens, as well as to deter homeless people from sleeping under here. Also, have visible posters indicating where the homeless population can go, as well as a public phone available for the homeless people to call for a shuttle to get them to a safe housing. Have a barrier for one half of the sidewalk for cyclists and one half for pedestrians.</p>
<p>the interlocking bricks - especially if you are in a wheelchair - hampers your ability to move easily</p>
<p>Just cleaning</p>
<p>In spring it pools a lot of slush/water that gets icy in some parts</p>
<p>Could use attractive, bright lighting. A lot more plants.</p>
<p>Lighting and safety. More lights please</p>
<p>It needs to be more well lit at night.</p>
<p>For some reason it attracts a lot of sketchy people when I'm walking alone I feel extremely uncomfortable. I would never use it in the evening if I was by myself. It always stinks (odour).</p>
<p>Turning right onto 10th ave is a bit treacherous as there's no bike box to safely pull into.</p>
<p>It needs to be well lit and discourage homeless to linger in the area.</p>
<p>Lighting. It seems dark and creepy. It is an underpass, but more light and an airy feel would make a big difference.</p>
<p>Better timing for cars to turn right and for pedestrians to cross. Maybe pedestrians only walk at a certain time and cars can't turn even if there are none people attempting. But do not make this more about pedestrians over cars. Drivers need to have as much time and rights as well. Maybe putting a pedestrians over pass instead of a underpass could work. The city needs to stand up against CN and their bullying.</p>
<p>Dark at night, needs more overhead lighting under the rail line. Timing of pedestrian signals, 9th avenue is VERY short on the east side. It would be nice to be able to walk at a normal pace from one side to the other without having to wait at both set of lights.</p>
<p>the lighting for sure, I don't like walking there after dark, especially with stairways coming down from 9th to 5th.</p>
<p>The smell of pee and homeless people</p>
<p>It's too dark, it's smelly, it drips when it rains or snows, it feels unsafe because there is no where to go once you are in the 'tunnel' under the bridge</p>
<p>Tidiness could be improved.</p>
<p>It needs wider lanes</p>



# 5<sup>th</sup> Street Underpass Enhancement

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Needs more lighting. Way too dark. Also very gross. Lots of garbage, and homeless people tend to urinate and worse here. I get it, where are you supposed to go to the bathroom when you're homeless? Maybe have one of those self-cleaning public bathrooms around here?
Fewer homeless people. Brighter lights at night.
Icy in winter. Sketchy with the homeless people. I'm a young female and really feel uncomfortable walking there alone at night or honestly even sometimes during the day if there are a group of people set up there. There are cracks on the wall of the underpass too which are scary.
Timing of the bike Lanes.
Remove bicycle lane
Like all the bike lanes in the city, it should be on the right hand side of the road, not the left. Every other metro (Vancouver, Montreal, Amsterdam) keeps Nike lanes in the right for safety.
It needs some livening up - more colour, more lighting, anything to make it less dark and dingy and grey. The solid cement railings are not great - provide too much coverage/privacy - better visibility into the pedestrian walkway section would be nice. Cars turning left from 5th street onto 10th ave can be very dangerous to those in the bike lanes. I have almost been hit biking in the bike lane there and have witnessed other close calls. Cars sometimes do not look for bikes approaching from behind and better signage is needed.
The walking surface is pavers and that's kind of strange, they can be uneven occasionally or water will pool in some places.
Improved lighting so that it feels safer at night within the underpass. More Police presence on foot. Homeless panhandlers on 5th (actually everywhere) need to get help to get off the streets and not be a nuisance.
At night it is very dark, especially compared to the well-lit underpass around 8th street. In the winter the low visibility results in a greater risk of slipping, and late at night there is more of a concern for personal safety.
It feels a little underlit during twilight hours.
Poorly lite, feels unsafe due to too many homeless/ beggers/ panhandlers
Better lighting.
Lighting, cleanliness, lack of art.
Bike lanes, lighting and cleanliness
See above
It feels decrepit like it's falling apart even though it's only a few years old in its current form. Why do you use cobblestones if you aren't going to maintain fixing broken up bricks? Just pave the thing. More lighting as well! It's too dark in winter/evenings.
It's ugly and dreary. Decorative elements and lots of lighting would help



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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Brighter lighting
None.
No improvements need to be made
None
Refresh the look. With the Marriot development on the one corner that might open up the path. Smoother path - lose the pavement stones (the paved side is easier to walk on). Bring the grade up so it's not as steep coming up to 9th Ave from 10th. Better lighting underneath rail bridge. Examine that turn from 9th to 5th from a safety perspective...many pedestrian collisions? I know I feel unsafe crossing there...maybe turn that into a scramble crosswalk?? (just spitballing this last part), OH, and sync up lights on 9th, 10th & 11th. Sometimes the light changes on 9th and maaaaaaaaybe 3 or 4 cars are able to cross 10th and that's it.
That underpass, as a pedestrian especially, is disgusting. It's grimy, and dusty, and dirty, and graffitied, and overrun with transient people who scream at you around 5pm. It's super unnerving as a female Calgarian to go there any time later than 7:30 pm alone, as well. It feels very dark and unsafe.
Ensure help buttons still work, perhaps safety monitoring
Less panhandling
Drainage for the cycle tracks, particularly in winter - water/snow/ice pools near the bottom and can be hard to see or avoid. Better lighting for the dark areas of the cycle tracks (and probably the roadway and sidewalk areas as well).
It's grungy and could use some better lighting and nicer walking realm.
Drainage at the bottome of underpass
It needs a central sister near 1st sw
Lighting could be improved to help underpass users feel safe at night.
Could use a bit of light (not much, this city needs more dark sky as it is). Leading up to the underpass t southbound cycle track is afternoon obstructed by movable signs right in the track itself, and there's a chronic puddle/ice patch just north of the underpass which needs to be addressed.
The homeless people in the underpass make it feel unsafe
Lighting for pedestrians
Bright colouring would enliven the space and could be completed with flood lighting. The cycle track base gets ice pooled and is dangerous. The timing of the lights is terrible for active modes, and makes turning on 10th awful



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>I don't walk under it that often but the pedestrian realm especially on the north side feels a bit unpleasant. I think the 4 lane traffic on 9th Ave contributes to this feeling, for instance crossing 9th can be a bit scary, this can be true on a bike although I feel the drivers do overall respect and understand the signaling as do the cyclists and pedestrians. In winter there was at times a large patch of ice at the very bottom of the underpass (somehow only in the bike lane I think) which was dangerous to bicycle over. Not sure the cause.</p>
<p>Can be dark. I don't like walking there at night (as early as 6 pm in winter) on my own because it's poorly lit in areas or there tends to be large number of homeless who gather there and can be confrontational when you walk by. In winter, the snow builds up on the sides of the street and when there is a bus there isn't room for 2 vehicles because the bus cuts into the 2nd lane significantly.</p>
<p>I think it is simply too dark and the feeling of being trapped is significant.</p>
<p>A refurbishment would be welcome! The 8th St SW and 4th St SE feel much safer when walking.</p>
<p>Continue to promote a multi-use approach to all of Calgary's street redesigns/updates</p>
<p>Would love to integrate local artists work into any upgrades.</p>
<p>Lots of space gives us opportunity to animate it more and make it a corridor of choice. It currently attracts a lot of panhandling which can discourage others from using the route. Would REALLY like the cycle track to have a higher concrete protective barrier from cars.</p>
<p>Add artwork, light and maybe plants. There is so much opportunity, it's the gateway into downtown and it looks like a run down ghetto underpass. It feels dangerous and it is not cleared in the winter, making it the most dangerous part of walking to work.</p>
<p>Creative lighting and art</p>
<p>Advertising would add colour, and income for the city. If the advertisements were illuminated, it would make them stand out as well as light up the tunnel a bit.</p>
<p>Put in better lighting and run the railing up to 9th ave and 10th ave instead of only the lowest portion of the underpass.</p>
<p>I very much like the look of the 8th st. underpass and could see it being a version of the same in terms of lighting and technology. I recommend however that the snow maintainance for all pedestrian underpasses is improved. It was deplorable and dangerous this year.</p>
<p>Make brighter and more welcoming as a walking/biking route</p>
<p>I see the opportunity for public art. Possibly a piece of art representing the railway or Calgary's history. Even an opportunity for a unique lighting display.</p>
<p>It does provide a quick transition from the downtown core to the shops and services on 11th but definitely needs better traffic controls at the narrowing point near 10th.</p>
<p>Safety phone maybe. "You are here" street map. Local business advertising. Local art displays.</p>
<p>Less pee smell.</p>



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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Just don't make it even tighter like the 8 street underpass. Also fix the 8 street underpass by removing those stupid posts
more lighting. less concrete feel would be great. get rid of the train and let's build that midtown project.
I would like to see the open air concept remain. With more artwork, and better lighting
Opportunities for artists , possible commissions for artists, acknowledgement for artists who have been consulted.
I like what the city has done to modernize other underpasses downtown, also the addition of security cameras and help buttons.
Nothing comes to mind.
Better lighting would be excellent. Some locally-sourced public art to make it feel more welcoming. Don't get too caught up in the discussion on perceived negative impacts of the cycle track. There's a whole raft of other underpasses dedicated almost exclusively to motorists, particularly if one considers that most Calgarians are reluctant to cycle in mixed traffic.
More light. Repave it.
The current concrete is dismal and has all the charm of a Soviet housing complex. Let's make it a joyful and fun space to be in with colours and different materials.
If the city proceeds with construction, please do not replicate the 8th Street overpass. The digital banner serves no purpose. No one reads it and even if they do, it provides nothing interesting.
It would be nice to be able to get to it from home... after 17th ave south we're in no man's land... need cycle lane all the way down elbow drive.. imagine how many people could bike from fishcreek all the way north, in all seasons!!
Make it look nicer, clean it up
Art exhibits/murals from different cultures and countries
Help fix outflow traffic issues
Public Art, better lighting, better drainage, cycle track widening and/or improvements by reducing the depth of the underpass for the cycle track.
Art installations, historical information, an ice cream stand.
Make it an indoor underpass that is heated. Connect it to +15 network. When indoor, can introduce buskers and music. Also when indoor have advertising opportunities as revenue generator for city. Can install the and broadcast big games.
Could be an interesting place to highlight local artist's work.
A new railing would open the underpass up, it feels dark with the concrete barrier. I think a metal or wire railing like the new 4th street underpass would brighten the space. Additionally, a flat surface may prevent garbage from getting stuck in the bricks as the ground currently exists.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>Fix cracks in the sidewalk, add more lights. Keep it cheap and simple. Function over form, its an underpass the look does not matter at all.</p>
<p>I feel the underpass offers a unique opportunity to showcase some of Calgary’s finest street artists. Mural fest or under pressure are two examples of art centric festivals that’s could transform the underpass into a must see destination for Calgarains and tourists alike. For a weekend a year the underpass would even transform into an event space hosing music art food etc. A true success to take something as benign as a road and transform it into a mixed use art gallery</p>
<p>Better lighting and general maintenance</p>
<p>More public art, potential for small performing spaces at sidewalk intersections all 4 corners of 9th Avenue SW, electronic signboards suspended on sides of rail overpass promoting what's happening downtown that day/week</p>
<p>Upgrade the cycletrack to have concrete barrier and better lighting.</p>
<p>It’s fine quit inventing ways to spend taxpayers money</p>
<p>Public art. As well as a Corridor towards 17th Avenue and the Courthouse / LRT. Make it monumental</p>
<p>Not overly opinionated</p>
<p>If this revitalization is undertaken thoughtfully, it could easily end up giving us the nicest underpass in the core, already being gifted with wide sidewalks and a blank slate with which to add some colour, context, and modernity.</p>
<p>Connecting the underpass sidewalk to the new buildings on the east and west sides by tearing down the walls. The Eight Street underpass proposed to do that really well on its east side; I wish that improvement was included in the 8 Street underpasses final design.</p>
<p>Public art that isn't stolen images. Better lighting.</p>
<p>Bike lanes</p>
<p>Make it a spot for murals by local artists</p>
<p>Wider lanes, better lit at night</p>
<p>It’s a popular commute to nice office buildings and neighbourhoods. Just make it “fun”, “cheery”, and clean, but cost effective. Maybe coloured LED’s, an art wall, maybe a dedicated graffiti canvas (concrete) that can be changed monthly by local artists, just simple stuff. Paint in some hop scotch board! Make people smile on their way to work. Without great expense.</p>
<p>Make it alive. Maybe do a section of the wall with LED screens with people dancing. Or a motion sensor so a fun digital shadow dances along side you. Paint it fresher. Run a little cleaner truck over it more often with water and brushes, it could park in the city parkade across the street.</p>
<p>Better lighting, with a lesser back alley feel to it. More modern feel would be beneficial or add colour.</p>
<p>It could smell less like urine, or more like urine. The vague undertone of urine is weird &amp; a little disconcerting.</p>



# 5<sup>th</sup> Street Underpass Enhancement

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Bring in some colour and light, it is amazing what these two things can do for the feel of a community. i don't thing a single person in this city would be against replacing a bare concrete wall with a beautiful piece of local art.
Like other refurbished underpasses, this seems an opportunity for creating a safer, more accessible corridor. Public art is a nice touch.
Maybe more lighting, but primarily dealing with the intersection and signal management of the 10th Ave and 5th Street intersection in regards to left turning traffic. Possibly a better 10th Ave bike transition for cyclists trying to reach business destinations along 10th Ave. The previous bike lane removal was a loss.
Just please don't make the closure take over a year - with no work happening for over six month - like 4th street.
None. It is an underpass. Not one single dollar should be spent on it until it needs structural changes.
It is a bright, wide-open space, which could be given more modern surfacing or colouring but I am generally happy with it.
Would love to see some modern elements swung in - the area it is in his historic, but with some lighting improvements, it can become a welcoming place. I know people who will walk extra blocks down to 8th street to avoid this underpass. Needs to be welcoming to pedestrians with welcoming, modern elements.
Generally, it works well. The bike lane could be elevated to the same grade as the sidewalk but there are probably better places to spend those kind of bike lane dollars.
Do something monumental.
Move the southbound bikes to another street.
A mural by local artists and better lighting
well the city can do a study spend a bunch of money then pick the most expensive option and go with that regardless of what the community says
upgrade pavers for pedestrians. Upgrade and raise the cycle track, which would help visually narrow the road.
Public art murals
I don't know, music under the CPR bridge? A bar?
Better lighting. Safer separation for bike lane.
Either lighting or some bright paint for public art.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>At the moment, please don't mess with it. The 4th Street underpass is often unuseable since the construction on the east side of the 4th Street underpass appears to be a permanent feature, and the west side of 4th is also regularly closed. When the west side of the 5th street underpass was also closed for construction at 10th Avenue, pedestrian traffic was restricted to that one sidewalk on the east side of 5th. If you close that as well, then pedestrians in the Beltline will have to go through the 10th Avenue parkade, go to 1st street, or walk all the way to 8th Street to get downtown. We need more, not fewer, routes to walk into downtown from the south. [And on that note, is there any plan to ever re-open the east side of 4th Street?]</p>
<p>It's perfect the way it is. I like the simple art that's there. Don't ruin it like 8th street: a driver distraction Digital ticker tape that doesn't work in the cold, a sidewalk difficult for people in heels and supports for glass fence that juts into traffic</p>
<p>Safer pedestrian experience.</p>
<p>A space for public art.</p>
<p>More colorful artwork to brighten up this well used corridor. Also changing the light timing to accomodate bikes would be useful.</p>
<p>better biking infrastructure</p>
<p>Chance to have some beautiful art and a focal point rather than just an underpass.</p>
<p>Bright, interesting public art!</p>
<p>Lighting, better public art applications to make it more interesting and visually appealing, greening (i.e. xeriscape plantings).</p>
<p>To leave it open and put time, energy, money and road closure elsewhere</p>
<p>Just to look and feel better, safer.</p>
<p>Different traffic signal configuration to prevent drivers from making illegal left turns (see above). Enforcement could serve as an interim solution.</p>
<p>Less near fatalities.</p>
<p>whatever you decide lets keep its primary use in focus ... it is a underpass. lets not get a silly here</p>
<p>Separate lanes so the southbound bikes are in the right and northbound on the left side of the road. Alternatively make this a no passing zone?</p>
<p>Make it feel safe (no loitering and good lighting for winter when it gets dark so early) no need to waste money on artwork</p>
<p>Eliminate bike lanes. It's very dangerous for bus traffic and cars. Cyclists come flying out of nowhere. They go really fast and do not respect pedestrians or traffic rules.</p>
<p>Public art, gather spaces, improved lighting</p>
<p>This is Calgary's widest most central underpass with most multi modal traffic when you consider the number 3 bus and the cycle track. It should be visually stunning and attractive, not dark and boring and dangerous looking.</p>



# 5<sup>th</sup> Street Underpass Enhancement

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It's fine.
Traffic lights timed for bikes would be nice.
Redone to improve lighting, more fun with maybe art and just overall modern. Including the sidewalk and roads
Maybe a job as lawyer, or doctor. Who knows where it could go!
Make it accessible and easy and people will use it.
Needs extension to Bow River
Better lighting
Bike lane on sidewalk might work well too as they would not need to go down as much. Ensure safety for all - pedestrian, cyclist and motorists. For safety ensure there are no blind spots ways for people to jump out and start!
Opportunities the city will stay and needless and costly tax dollars, resulting in zero improvements
Public art, cleaner pedestrian walkways, better lighting.
There is a lot of room for improvement of the public spaces in Calgary, the underpass improvement could lead the way.
Bright lights to eliminate hood rats
Because it is so wide, it would be great to be able to accommodate a bike lane to tie into the 8th Ave network.
A great way to get between core downtown and 17th area
Make it look nicer
More art works.
Not sure beyond comment above.
A more colorful, modern look would be appreciated. Something similar to the 8th St SW and 4th St SE underpasses. That would better match with the modern and vibrant downtown and beltline areas, especially with all the new buildings being built around the underground underpass.
Could not be a dead space by requiring new developments to get rid of retaining walls by building to top of sidewalk elevation. Save energy with solar powered LED lights?
Definitely artwork. However we should shift our focus away and deal with other underpasses which have no cycling infrastructure at all. Example: 8th St. SW by Mountain Equipment Co-op.
This is already one of the better designed underpasses, i.e. it's already wide and functional. Maybe enhance the lighting and it's fine by me. It has good 1980's character.
Opportunities for the city to show that empty lots can be filled in without closing the adjacent sidewalks if you just hold developers to some basic pedestrian friendly rules
Local graffiti artist mural



# 5<sup>th</sup> Street Underpass Enhancement

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Calgary artists mural. Nothing hodgepodge or tacky. A real mural of high-end art and some fun lighting like the new underpass going into the East Village. Although the mural there is to amateur and sloppy. Hold a contest of "CALGARY" Artists.
Is there an opportunity to decrease the slope? If so, that would be beneficial.
take out a vehicular lane to improve pedestrian experience.
More friendly appeal, figuring out a solution to eliminate homeless, shady people hanging in the overpass.
Widen the road in the right hand lane - it's hard to fit two cars side by side so it makes people slow down because there scared thus causing traffic. Can the city afford this construction? There is so much construction that's taking so long
Nothing more than better lighting, fixed cracks and paint walls. This must not be expensive for something that is useful and already there. Beautiful is not useful taxpayer money. And people walk fast through underpass to get home.
We need additional vehicle lanes. Should be 3 lanes per side.
Good place for more public art.
Art/murals underneath on the walls would enhance the ambiance.
If 5th street between 17th ave and Elbow Drive SW had a separated bike lane I expect daily use for bike commuters would increase significantly.
Continued current usage, improved cleanliness, improved visual appeal, improved lighting, underpass 'block parties'
Lighting, public art work, fresh coat of paint, and overall just aesthetically pleasing surroundings just like the 8th st underpass renovation.
It's an underpass, don't try and make it anything else. Using the walls to display art is probably as good as it gets. Don't force it to be something it isn't. No matter what is done, it isn't going to be anything more than an underpass linking the core to the beltline and that is fine. What would be better is to turn one of the parking lots beside it into a greenspace.
A place for interesting public art.
Public art, more lighting, curb extensions on the south side to help cross the 10th avenue
I'd like to see if brighter and somehow made to look more modern. It's got a total '70s vibe.
Making the cycletrack permanent would be good. It is so busy and there needs to be a better (real) barrier between bike and cars.
Improved traction and/or snow removable. Improved lighting and safety.
It needs to work for everyone, including cars. I would suggest a left hand turning light on 10th similar to what we see on 9th. It would also be safer for cyclists and pedestrians.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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A concrete buildout (curb)of the cycle track would be terrific along with continuous concrete curb from the Elbow River Pathway to the south and the same treatment to the north to the Bow River Pathway & West Eau Claire.

This location should be celebrated as it's a busy and important connector to and from downtown Calgary that provides safe and predictable spaces for all road users.

Would also love to see some greenery or plants with seasonal interest along the underpass.

Bike lanes, public art - love the news headlines installation on the 8th street underpass

Public art and greenery - living wall perhaps?

With right design it could be a place rather than just a pass through.

The brick work that was in place before the enmax construction was very nice. If would be nic to see it put back.

A blue ring. Just kidding. Possibly an art feature on the overpass. Rail bridge.

You capsule continue to display art on the underpass, but make it more visual and use LED's or projection systems to create art and safety lighting. There was a neat exhibition in London last year where lighting artists were tasks with how to light up the bridges that cross the Thames - really interesting stuff

A space for public art.

Great canvas for public art and potential to become a space that you don't simply just rush through to get to the other side.

A more aesthetic and safe passage way through to the core

Should have wider sidewalks on west side. On the whole, I live on 5 ST SW and use this underpass daily and don't really have many issues with it in comparison to other things in the City that need funding for improvement. For example, the pedestrian refuge areas waiting to cross 10 Ave just to the south are too small, they should be enlarged (particularly the SE, SW, and NW corners). Curb bulb outs would be wonderful. Additionally the traffic signal timing of the intersections of 5 ST SW and 9 Ave and 5 ST SW and 10 Ave is too auto-focussed. Pedestrians and cyclists stand there for a long time waiting to cross the street. Signal timing should be revised to prioritize walking, cycling and transit in what should be a people-oriented area.

I use the downtown CPR under passes several times a day. I think the city needs to divert a significant portion of the upgrade budgets to daily maintenance. Investing in these under passes is a very worth while endeavor. However as there is no private frontage on these developments, no one picks up leaves, litter or cigarette butts. The city's response time to cleanup vomit and other human excrement that frequently ends up in these underpasses is often days. I would rather see a program to wash down and clean up all of the underpasses every morning, before further investing in our least bad underpass. We could guild the 5th street under pass, but if we don't clean up the garbage and feceses it won't make these places any more comfortable.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>Permanent, separate bike lane would be optimal. Although with one way traffic it's still not perfect with south bound vehicles turning left across bike lane. Perfect solution would be two way traffic with protected bike lane on each side</p>
<p>Adding more color; More garbage cans; Emergency phone box</p>
<p>Public art/murals, dedicated walking and cycling lanes</p>
<p>A showcase for local art to the people walking and biking that will actually notice it. Even city owned advertisement infrastructure could be added to create revenue if done well. With better connections made to the 5th street cycle track, 5th street underpass could turn into the main entry point to downtown for people riding bikes from the south. More people perceiving 5th street as a safe way to bike into downtown will continue to result in more people biking and reduce unnecessary vehicular traffic that clogs up the road and put less strain on our transit system.</p>
<p>Original art.</p>
<p>Further walk ability and bike lane enhancement in addition to better lighting. Similar to 3 street SE underpass.</p>
<p>Design for easy cleaning. Design for easier flow of pedestrians. Urban art to encourage awareness for improved pedestrian traffic flow ('shoulder check', 'look up from phone', 'is someone trying to pass you?').</p>
<p>Art work or some kind of art</p>
<p>Integration into the developments intersecting the corners of 10th ave and 5th st, and opportunities for integration into future developments (when they happen) at 9th ave and 5th st.</p>
<p>City-branded pedestrian and cycling markings, art installation, colour, mood alteration.</p>
<p>Opportunities?!? For an UNDERPASS? It's not going to be a cultural epicenter. It doesn't need it's own scrolling sign or artwork. Stop wasting MY money on these ridiculous projects.</p>
<p>It is a major route for pedestrians, cars and bikes in and out of downtown. I could see it getting a facelift and being more inviting. As a driver, I'd want to ensure that the traffic lights at the south end aren't a congestion creation once all of the new buildings are constructed.</p>
<p>for pedestrians make it more open and friendly, introduce colour and make it feel less "closed-in" This would discourage pan-handlers which can make user feel uncomfortable in more confined spaces.</p>
<p>Bike/walk only light for crossing 10th Ave, then turn only light. Also, make far left lane a turn only lane.</p>
<p>Public art! Consult with local artists who identify as Indigenous, LGBTQ2S+, racialized, and/or youth.</p>
<p>bright, colourful, and representative of the important historical connections the area has.</p>
<p>Ideally, a change would actually make it less isolating/ feeling like I can't get out of the pedestrian section. Please do NOT follow the route of 8th street, with a highly raised platform which completely cuts off the ability to get into the street if needed.</p>



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>This is the gateway between the beltline and downtown communities each association should be involved in the discussion directly. Getting all modes of travel to work together is key. Public art is key. I think the underpass should act as. FRAME for public art to change over time. The art should not be a permanent over arching fixture. But be an aspect or feature that can cycle evolve and update over the years.</p>
<p>It just needs to feel more “walkable” and not as dark..</p>
<p>Clear view</p>
<p>Hope to see a plus 15 make it over the cpr lines. Would also help with congestion.</p>
<p>Better drainage, it floods when it rains!</p>
<p>Make it a more welcoming gateway into the heart of the city.</p>
<p>Make that walk more engaging and interesting with some kind of art, design elements.</p>
<p>Brighter, safer.</p>
<p>Make it more visually appealing</p>
<p>Art, lights and welcoming public space. Some green touches with plants in the summer would be nice too to soften the big city concrete and asphalt.</p>
<p>More lighting equals increased safety</p>
<p>Personally I don’t believe much is needed beyond lighting and refreshed walls.</p>
<p>Public art.</p>
<p>Would be wonderful to see some quality community art space, proper drainage, and increase the safety for cyclists.</p>
<p>Don’t waste money or resources on led signs. Hire more police for the district to patrol.</p>
<p>Well it can't be moved, as it's a part of ill thought out urban planning many, many years ago. I think only adding lights (bright and high where they can't be tampered with) and a call box on both sides would help. Adding any other technology (i.e., utilizing the space for digital media, digital advertising, etc.) would be useless because graffiti is also rampant. I sound so grumpy when I list all these problems but I'm only 30 and walk downtown in that area every day. I also live downtown and I'm scared to walk outside at night.</p>
<p>There is no need for fancy led news ribbons as on the 8th avenue underpass. Better lighting more transparency to increase safety.</p>
<p>The opportunity to save money and keep it fairly basic!</p>
<p>showcase local art and/or have interactive features to involve the community</p>
<p>Architecture</p>
<p>some art to cheer it up.</p>
<p>Widen the area for people to walk under (sidewalk space)</p>



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>Different artwork every few months to appeal to different tastes, beautify the space a little. Put deterrants (textured flooring against walls) to deter homeless people from lying there or from sitting there begging for money.</p>
<p>The opportunity is for it to be lighter, brighter and greener and cleaner.</p>
<p>Having a clean tidy safe place to cross under the train tracks.</p>
<p>maybe allow buskers to play music? I'm not sure. But the underlying issue is too many homeless people around.</p>
<p>Jobs for some of the unemployed</p>
<p>Great opportunity for local art!</p>
<p>keep it as it is please</p>
<p>NOT crappy plagerized artwork. Perhaps a simple solution such as some random-width stripes painted in bright but muted colours to form a colourful transition from 9th to 10th ave. You could hire an interior designer rather than an 'artist' to help the underpass. Incorporate some visually engaging LED lighting that could work with the painted component.</p>
<p>Don't spend a dime on anything else</p>
<p>I love the public art that is being installed in other underpasses... but maybe actually checking the references of the artists being contracted. We clearly don't need any more stolen images plastered all over the underpass. Some due diligence on part of the city would be a good start, but I'm not holding my breath.</p>
<p>Art, colour More permanent cycle track separation material instead of plastic posts...maybe a concrete barrier</p>
<p>Limit people that panhandle under bridge or group together. It is terrifying later at night walking alone when you are unsure of people in area side safe needle program as been launched seeing sporadic behaviours in community yelling at each other and saying that are going to centre and discomfoting. The homeless are not factor of this that were I. The area past few years.</p>
<p>needs a redo of some sort so there's a nice bike lane and still plenty of room for motorists and pedestrians</p>
<p>Busy area that could be more beautiful.</p>
<p>Unsure at this time. It's well built.</p>
<p>Instead of trying to improve underpasses, put your effort toward moving the train tracks out of our downtown. They cut the downtown in two, create terrible transportation situations, create a dangeorus hazard (think Lac Megantic), and limit development in these areas. Think about how amazing it would be if the tracks were gone and that corridor was turned into a park for pedestrains and cyclists! Other cities have done it -- it's time for Calgary!</p>
<p>Better lighting . Maybe more art or tourist engagement ( maps / historical info about the area, keeping the bike lanes</p>



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

July 31, 2018

Public art.
It needs to be an inviting place to walk through. Lighting, colour, and art would all help.
Getting rid of the cyclists
Works well for pedestrians and bikers but need to work on efficiency for vehicles moving into and out of the core on 5th street.
would like to see a mural along the underpass. A colorful one.
Cars can use the road to get to where they want to go.
I like the art in the underpass in 4th st. I think in 5th street something similar could be done. It's an open space to share art with the community
none, certainly not less vehicle traffic.
Fix drainage and add lighting at the lowest point
- Elevate cycle track closer to pedestrain level in order to reduce the grade and improve seperation from cars.
It is already there. Make it prettier and wider for pedestrians if possible. Gotta have a great lighting specially during nights to avoid people pee there.
A functioning infrastructure that move cars and pedestrians (and cyclists) efficiently. Any art or weird wavy light/info bars (re 8th st underpass) are not requirements - simple easy to clean and maintain surfaces and good readable signage.
Leave people at least one street not under construction and without detour, for the love of everything. Finish one project in a timely manner before starting another. That's the best opportunity for us all
More public art implementation. Welcoming gateways at the intersections before entering the underpass.
As stated above, it is the main vein between downtown and elbow drive. The amount of people that use it daily is tremendous. Any limitation of traffic flow would be a terrible decision
I think the bike path should be fit into the underpass walk way (divided between bikes and pedestrians). The bike path in that area is dangerous - I have personally witnessed 3 cyclist/vehicle accidents on corner of 10th and 5th. Bikes would be safer on the pedestrian side and would open up 5th. Keeping area well lit and clean and free of panhandlers.
n/a
Music & art, and feeling geneai cleaner.
How about a sidewalk cafe?..kiosks?
If it was cleaner, much better lit and had a more modern feel I'd use it more



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>I see the opportunity to spare the citizens of Calgary from unnecessary visual and mental pollution. The LED light text ribbon of the 9 st underpass reno is overly-designed, distracting, unnecessary nonsense. Our underpass needs to function well and look good. There's already enough text cluttering up the urban environment. My bridges and underpasses don't need words all over them, they need to do their job and leave people alone. Please don't make the same mistake again. Thank You.</p>
<p>I am satisfied with the current set up. Please don't eliminate the bike lanes.</p>
<p>Improve throughout if cars to improve traffic congestion.</p>
<p>Art.</p>
<p>Better visual similar to 4th street SE.</p>
<p>Art and lights.</p>
<p>Beautification, if possible, and continued improvements for cyclists in Calgary.</p>
<p>A green wall</p>
<p>Lighting improvements and possible greenery</p>
<p>A recognition of the true wealth gap we now have in our city. 20 years ago this was not so. The opportunity is to now unite and find a way forward for everyone. For the wealthy ( or pretend wealthy) we need to honour their fears that they may soon loose their status if we were to build something more inclusive. How do we help them see how much we collectively gain ( yes they also gain) by building a city where there is space and employment and income for all?</p>
<p>Art, news, transit information</p>
<p>Please clean it up and make it a joy to walk/bike vs. Scarey, filthy and depressing as it is now.</p>
<p>Garbage bin. Separate lane for bicycles . Even surface on the path.</p>
<p>I think it's fine, just please keep the bike lane</p>
<p>I've never considered it before.</p>
<p>Keep it clear</p>
<p>To not have to spend money on the area.</p>
<p>i see it as a great way to connect 8 ave with everything on the south side of the the rail road tracks with a mostly covered below ground level walk way bike lane that would keep out of most of the elements (wind ,snow,and rain) as well offer an up to date information centre .We could even create it into a work of art murals on the walls and statues on ground or built right into the walls while and over head an LED display like a giant television screen .We could even extend it right to Stephen ave mall with the over head protection . only our imagination can limit us. i see great things that could be accomplished by doing this.</p>
<p>I think better lighting, and potentially looking at the slope of the underpass to address some of the safety concerns during winter months</p>



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>It would be great to see this underpass receive the same treatment as the one over by Olympic Way (local artist Michelle Hoogveld and a couple others were commissioned to do all sorts of bright colorful murals). Assuming it wasn't cost prohibited it would be nice to see a similar endeavor. Another interesting thing I've seen in other cities is glow in dark/reflective paints used in bike lanes and on the street markings. That may be a cheaper alternative to brightening the area up instead of say adding lighting?</p>
<p>I like that it was thought of as important as car driving people.</p>
<p>The only thin I care about is what is used to pave the walkway. I, and many other people in the city, roller skate as my main mode of summer transport. Interlocking brick is pretty bus is dangerous to skaters and causes a lot of impact on joints. Smooth paving stones would make the underpass 100% more skater friendly.</p>
<p>Keeping it open on both sides and not causing additional headaches for Calgary commuters.</p>
<p>Improve the space for more vulnerable road users. Art installation. Remove right on red from 5 St southbound to 10 Ave SW. Making the heavily-used cycle track permanent.</p>
<p>To be more attractive and clean.</p>
<p>I'm not sure. It could be great underpass if it was more open possibly.</p>
<p>It seems narrow. Not sure if there's anyway to help that.</p>
<p>Art on the wall or the barrier between pedestrians and traffic. Coloured lights.</p>
<p>Have some green areas like trees or flowers along the path</p>
<p>Can cars go under? Check. Can people walk under? Check. It's an underpass. It does not need any million dollar piece of [removed] garbage art project.</p>
<p>Art. Make it fun and entertaining like the 8th Street project! Improve illumination, make it LIT!!! Keep the access/egress on both sides to 9th Avenue, or improve it. That'd be awesome.</p>
<p>Thoroughly thinking through the lifecycle of the project. Ultimately if the city puts public art somewhere they have the obligations to maintain it. Issue is the city doesn't maintain it other than garbage cleanup</p>
<p>Make it more pedestrian friendly. Add lights and art to pedestrian area.</p>
<p>It's fine as it is</p>
<p>demolition</p>
<p>Non-distracting art installations</p>
<p>Nine unless bike lane is removed</p>
<p>open the approaches by acquiring land and creating tapered park approaches with steps and art and good lighting, make it more welcoming and safe for pedestrians, create spaces for street musicians in summer.</p>
<p>More art.</p>



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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Keep it open. Keep it clean and don't waste any money.
I would like to see it as a showcase for artwork and as a good underpass route. It needs to be cleaned up and made safer and then I think it will be safer to use.
I really like the design of the underpass across from the National music centre. Something similar to that, and one that blends well with new projects being developed on both sides. The underpass on 8th street is quite nice as well.
Art development.. specially urban art.
Get rid of the bike lanes; the space they take up in lieu of this pretentious contradictory "green" initiative, and the congestion that occurs as a result of this half-wit idea, more than contributes to excess emissions by causing bottlenecks in traffic throughout the entire DT core, meaning people are stuck in traffic even longer than they would without these idiotic bike lanes.
None
Not directly related to the underpass, but the cycletrack spits you out at 17th Ave and needs to be continued down 5th Ave to the Elbow River.
The underpass is very grey and uninspiring. It would be a great place for some public art, interesting lighting and/or greenery in the summer. The bicycle counter is great. Why not project the numbers onto the grey concrete walls at night as a celebration? I can't recall but does this also count pedestrians? If not, why not? This is a high traffic area for all different types of transportation and everything seems to work in harmony.
It would be cool to see a graffiti art project
Kiosks for coffee, snacks, beverages or rotating pop up craft sales.
Art work exhibitions, electronic ads
Unsure
Improved lighting would be good
the 8th street underpass is so great! (except for that curved digital banner - that as either a driver or pedestrian doesn't allow for both movement & being able to read whatever is moving along that banner! :(
Where there is fencing currently and the trains are visible, build up a privacy wall to beautify this area and make it appear less industrial. Something green and appearing natural should be the priority. This could also be a protected area for hanging banners to promote festivals, or an area of electronic sign board for important messages, including health promotion messages. The community can be engaged online by voting on the message of the month - e.g. "exercise at least 150 minutes per week."
increased lighting
Don't need opportunities. Just a side walk with good lighting. No artwork necessary.
A facelift out of the 80's? It's multi use friendly and could potentially make more space for hanging out and enjoying the people watching



# 5<sup>th</sup> Street Underpass Enhancement

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Safe pedestrian walkway away from too fast cyclists
I see an opportunity to make it modern and artful like the 4th and 8th Street improvements.
It has opportunity for city art something that uses lighting and something to help move the sketchy ones along. (I get that I live in a big city.. Although 5th Street was faster for me to go home, I chose to use 4th because it was busier - more people).
Because there's a cycle lane, the sidewalk might not need to be as big. It might be possible find an additional lane for car traffic. (make the drivers happy.)
Great art work with lots of colour. This an important space to bridge downtown to the beltline and right now it feels void and decrepit. It would be great to liven that walk up with a bright and engaging underpass.
Art! It needs more local art. This is what makes it go from an underpass to a site you want to walk or drive by.
Just make it useful. Bike lanes are a good ideas but don't put them on already busy roads. The One way streets with added bike lanes during the 17th ave construction is a fantastic idea and similar concepts should apply to all infrastructure.
Integration with new hotel on 10th and eventual construction on the East side of 10th. I wonder if there is a way to move the cycle track up to grade with the pedestrian side to remove the steeper hills up and down.
Lighting, clean it regularly, figure out how to stop it dripping on your head, patrol it
Artistic ones! Make the space more enjoyable and visually appealing.
The structure looks old and unsafe. It needs to be rebuilt
Some sort of beautiful mural. I pass under here every single day - twice a day - to get to work and home. It would be nice to have something pleasant to look at instead of doing my best to avoid looking at the vomit/urine/etc. A very popular place for people asking for spare change. They don't bother me but there's clearly something about this location that makes it easy to lurk here. Do everything in my power to avoid walking here at night.
Bright colours! If you painted and maintained a nice wall people would actually seek out that location for photos if it's bright enough. Maybe a yellow or teal colour. It also just makes the grey less sad when it looks put together.
You could add some art.
Remove bicycle lane
Unique lighting features, like the scrolling stories under the 8th street overpass are cost effective ways to add visual interest and support Alberta culture.
The 8th street underpass was redone very nicely and I would love to see something similar on 5th street.



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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<p>Please stop using lights that change colour it's too much and every new public work in this city uses colourful lighting. There has to be something more interesting than a light that can be red OR blue. I don't think there should be any finely detailed art under the tracks because you can't get far enough away from it to see the entire thing. I assume the city will put an array of lights under there and all I'm asking is that those lights don't change colour. It's a trend that will just look tacky in a decade. We need things that are long lasting and classy not something you'd find inside a casino.</p>
<p>Traffic update screens</p>
<p>It could become a more brightly lit area that allows pedestrians an easy way to go from the LRT to the 17th Street area.</p>
<p>It is integral to the downtown area and I hope it stays pretty much the same so we can keep using it.</p>
<p>Local artists could paint it to exhibit their work</p>
<p>None really. On all the underpasses though they need proper drainage if a storm happens as they collect water fast,</p>
<p>Art, interesting lighting, smooth walkway.</p>
<p>Better lighting and more interesting use of concrete in design. Textured surfaces, but easy to clean. Perhaps reflective enamel panels?</p>
<p>Better grading and drainage to reduce ice and puddles. Better lighting through winter and evenings. Policing. Safer and natural elements on guardrails.</p>
<p>I don't want homeless people panhandling in the underpasses. It's really uncomfortable to walk around them when the weather gets warmer.</p>
<p>The sign counting the number of cyclists could be made more prominent.</p>
<p>The underpass is currently perfectly walkable.</p>
<p>It's an underpass. Stop wasting taxpayer money on vanity projects for the councillor</p>
<p>hard to say with only one corner (Marriot) in theory opening up, but I do like how Palliser South on the corner of 1st Street SE and 10th opens up to the underpass. More of this</p>
<p>Just needs a little loving. Update it. Light it better. Make it less gross. That would be great.</p>
<p>I love the underpass, I'm very happy it's better than it used to be and hope it continues to be good</p>
<p>Saving tax dollars</p>
<p>Maintain the underpass as one of the best cycling and walking connections to get from one side of the CP tracks to the other.</p>



# 5<sup>th</sup> Street Underpass Enhancement

Stakeholder Report Back: What we Heard

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If re-built with a permanent cycletrack and nicer walkways it could be very nice indeed. The most-interesting idea I've seen for 5th is to put a one-way cycletrack on each side and turn it back into two-way car traffic as well. This would make for fewer "surprising/weird" places where cars are turning over the cycletrack with "wrong-way" cyclists on them. Obviously, this is a big change, but I think would make more overall sense, personally. Making the cycletrack "more permanent" would be good though (i.e. medians/planters instead of temp. curbs etc).

Better lighting?

This underpass could be enhanced with some public art - I enjoy the paintings being installed for the 4th St SE underpass

Lots of light would be amazing. Some safety features.

Improve the grade for the cycle track as it is quite a steep slope to stop and start when going up hill

We need to preserve ROW for the left traffic lane to be changed to another bike lane. If 5th Ave ever gets completed from river to river, the numbers will require a 2 lane set each direction

I think that because the sidewalk on 9th is so narrow, and the traffic so fast, it's difficult to create a good feeling here. Honestly I think if the traffic on 9th could be controlled somewhat surrounding this intersection and maybe widen the connecting sidewalk and/or slow turning cars it would improve things. Although people travel through here in large numbers the area on the north and particularly the northwest side is a bit of an urban dead zone, unfortunately.

Better lighting, brighten it up. Is there a way to discourage loitering?