



Airport Transit Study

Stakeholder Report Back: What We Heard – Phase 2

August 29, 2019

Project overview

The City of Calgary is undertaking a study to develop functional-level plans for a future transit connection that will ultimately provide improved transit access to the Calgary International Airport by connecting the future Green Line LRT with the future Blue Line LRT.

The Airport Transit Study will provide recommendations for:

- Transit technology
- Route alignment and stations between the future 96 Avenue N.E. Green Line station and 19 Street N.E.
- Location for a maintenance and storage facility
- Land requirements
- Staging plan and cost estimates

We are conducting this study now to ensure the future airport connection is:

- Coordinated with the pre-design planning for the Blue Line extension that is currently underway
- Aligned with the updated functional plan for Green Line
- Accommodated in the Aurora Business Park Outline Plan update
- Considered in the Airport Authority Master Plan update (ongoing)

There is currently no funding for the detailed design or construction of this connection.

Engagement overview



In Phase 1, The City sought input from the public and stakeholders on criteria that should be used when making decisions about technology, alignment and station locations, as well as general concerns and ideas.

In Phase 2, The City presented the technology, alignment and station location options that were considered and showed how each of the options addressed the criteria stakeholders and the public identified as important in Phase 1, as well as how well each option met The City’s technical criteria. Stakeholders and



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the public were then asked for feedback on the study recommendations. This report includes the feedback we heard through all engagement activities for Phase 2.

To view the study recommendations, please see the [presentation materials](#).

Phase 2 Engagement

Engagement activities for Phase 2 included two public open houses, an online engagement activity, and a meeting with the Calgary Transit Citizen Advisory Group. A total of 11 people attended the Calgary Transit Citizen Advisory Group meeting, 165 attended the public open houses, and 82 submissions were received online.

Engagement Activity	Date	Location
Meeting with the Calgary Transit Citizen Advisory Group	June 18, 2019	Westbrook LRT Station
Public Open House #1	June 24, 2019	Genesis Centre
Public Open House #2	June 25, 2019	Vivo for Healthier Generations
Online Survey	June 24 – July 9, 2019	calgary.ca/AirportTransitStudy

Engagement activities were promoted in the following ways:

- Road signs in adjacent communities – in English and Punjabi
- Letters hand-delivered to businesses adjacent to 96 Avenue N.E.
- Mailed invitations to all adjacent landowners
- Invitation by email to stakeholder list
- 98 articles/radio/broadcast segments/mentions in the media

What we asked

Information provided through all engagement activities included:

- Study area boundaries, including the station locations and portion of the alignment that have already been approved through previous planning studies
- Study background and history
- Summary of what was heard in Phase 1
- Technology options that were considered and the recommended technology (*see below*)
- Alignment and station location options that were considered and the recommended plan (*see below*)

Technology recommendation

APM was evaluated as the highest-rated technology overall. The factors below also support APM as the preferred technology:

- Automation allows for flexibility of service permitting the service to match or exceed demand without major impacts to operating costs.
- A faster turn-around time at the airport station allows for more frequent service and savings of 25% in travel and wait times as drivers are not required to change ends at the station.
- Reduced round-trip travel times will provide a better quality of service for Transit customers.
- APM provides better customer experience with wider doors and accommodation of luggage.
- APM or LRT will guarantee no local emissions and reduce environmental impact from roadway maintenance.
- Rail will typically create less noise than roadway.
- APM is anticipated to have significant operating cost benefit compared to LRT and BRT for similar passenger capacities.

Recommended

Automated People Mover (APM)



Automated People Mover (APM), *Canada Line*
Canada Line © TransLink 2019. http://www.translink.ca

Vehicles are likely to be similar in nature to Canada Line, which services the Vancouver International Airport.

Key Characteristics/Evaluation Outcomes:

- Automated operation reduces turnaround time at dead-end stations (88 Avenue, 96 Avenue, and YYC)
- Train frequency is only limited by boarding/alighting times allowing for more frequent operation of smaller vehicles
- Limited pressure to reduce off-peak service due to low operating cost
- APM requires significant investment in fixed infrastructure including rails, power and signals increasing capital and maintenance costs; but has lowest operating cost due to avoidance of operator labour expense

Operating and maintenance cost: \$\$

Capital cost: \$\$\$\$

Additional costs for automation and safety systems are offset by reduced station sizes and related infrastructure. Operating costs are lower than LRT.

Best meets the following MAE criteria:



Alignment and station location recommendation

Option 3 is the preferred alignment and provides the preferred location for the Aurora station as it is adjacent to 96 Avenue N.E. and serves both residents and businesses. It also provides development options around the Aero Drive station.

- Option 3 provides the best balance of connectivity to other transit modes, the adjacent residential community, and development opportunity in Aurora Business Park.
- T-in station is more cost effective than the parallel option due to shallower excavation and reduced overall route length.
- Aero Drive Station is most supportive of Transit Oriented Development opportunities.
- A direct route from east to west will reduce travel time and increase average travel speed.

Recommended

Option 3: Harvest Hills Link N.E.



Alignment:

- From the 96 Avenue N.E. station, travels east along 96 Avenue N.E. to Aurora Business Park, near Harvest Hills Link N.E.
- Requires a shallow tunnel to connect with the 96 Avenue N.E. station
- The Aero Drive alignment is central to Deerfoot North Aviation Park and will encourage transit-oriented development.
- Improved travel time over Option 1

Station locations:

- Provides excellent connection to Aurora Business Park
- Station located adjacent to 96 Avenue N.E. to provide improved access for buses and pick-up/drop-off area
- Less overlap of catchment areas, so would serve more riders

Best meets the following MAE criteria:





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Participants were asked what they liked about the recommended plan, how the plan could be improved, and what they don't like about the recommended plan.

Participants provided this feedback by:

- Filling out sticky notes and comment forms at the in-person events
- Completing an online survey

What we heard

Feedback and input collected from all engagement activities were transcribed and themed according to the three questions – What I like about this plan is..., This plan could be improved by..., and What I don't like about this plan is...

- ▶ For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- ▶ For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next Steps

The project team will use the feedback to finalize the study recommendations. The final recommendations will be shared with the public and stakeholders, as well as City Council, in Fall/Winter 2019.



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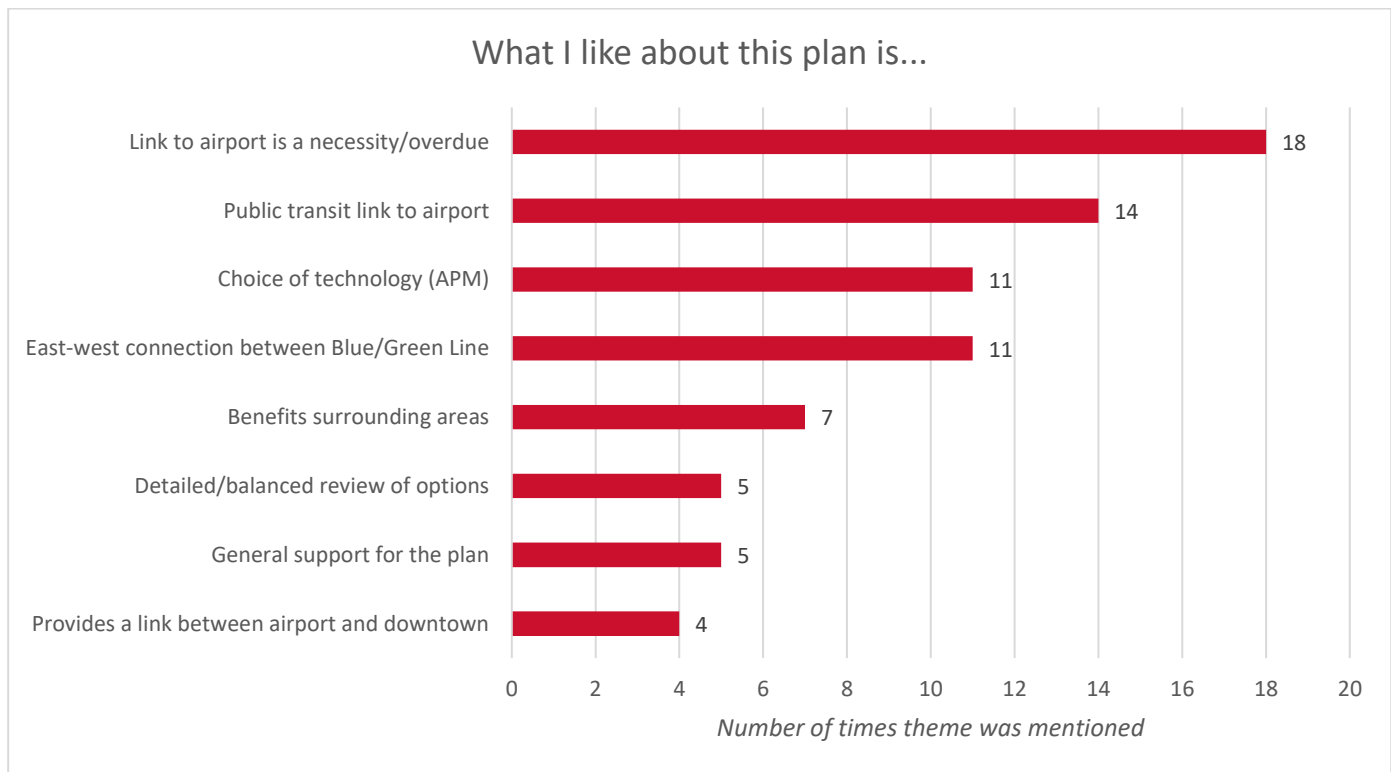
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Summary of Input

Below is a summary of the top themes heard from participants across all in-person and online engagement activities.

What I like about this plan is...

Overall, the most frequently mentioned themes were related to the connection to the airport. Respondents shared that a public transit option to reach the airport is necessary or overdue, and they liked that the recommended plan will connect the airport with downtown. Respondents supported the choice of Automated People Mover as the recommended transit technology and the east-west connection between the Blue Line LRT and the future Green Line. Respondents also highlighted the potential benefits to the surrounding communities, business parks and industrial areas, and felt that the review of the different options was balanced and detailed.





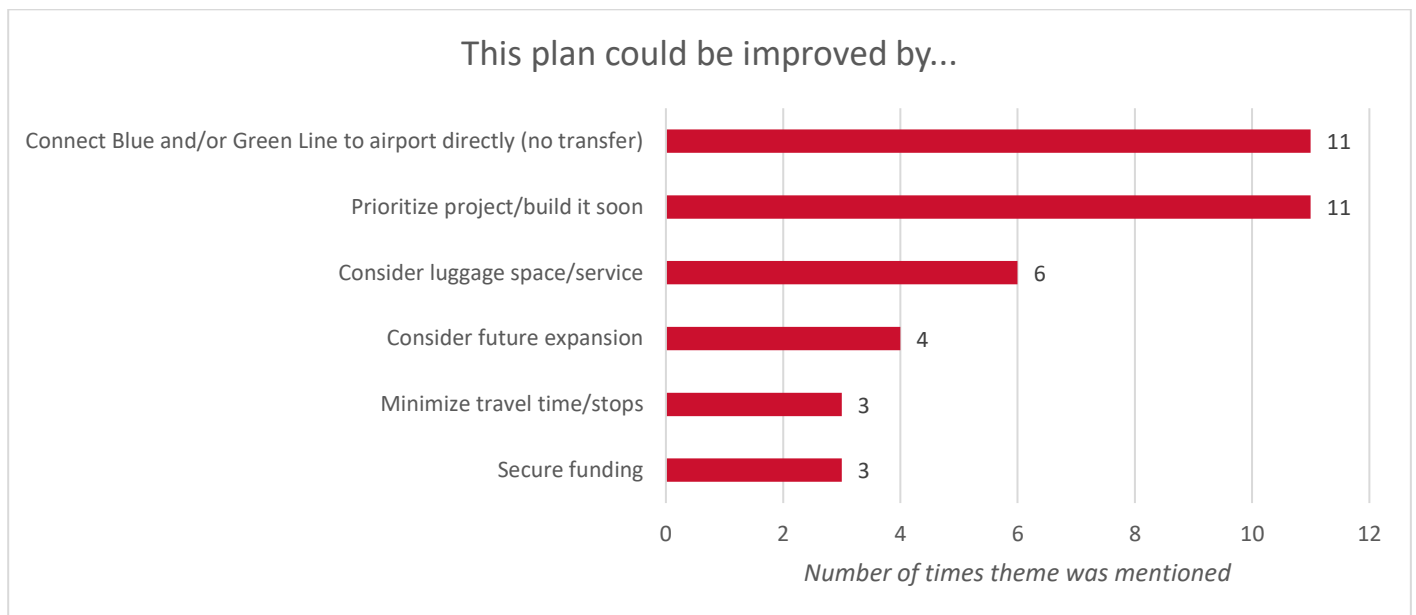
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This plan could be improved by...

The most common themes mentioned by respondents about improving the plan related to connecting the LRT directly to the airport from the Blue Line or Green Line instead of requiring a transfer, as well as prioritizing/expediting and securing funding for the project. Respondents also wanted to see considerations for luggage and the potential for the technology and service to grow with future demand, and some wanted to see travel times and stops minimized.





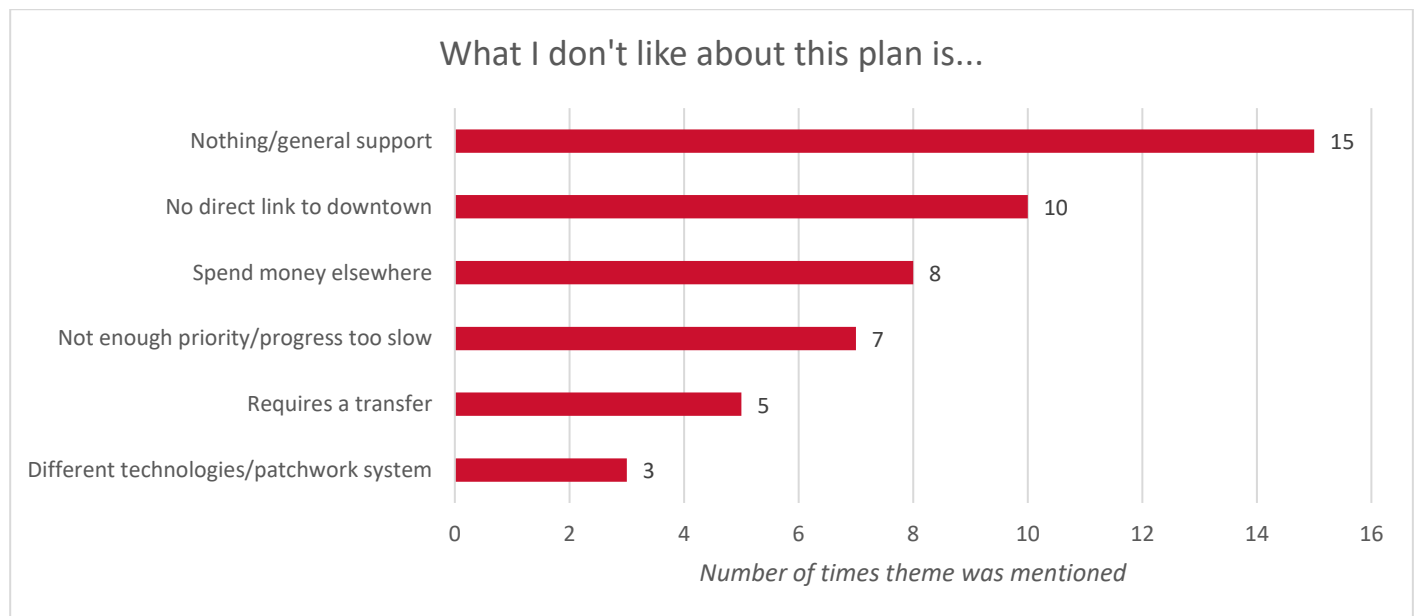
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What I don't like about this plan is...

When asked about what they don't like about the plan, respondents most frequently indicated that there was nothing they didn't like and offered general support for the plan. Other respondents did not like that the recommended plan does not include a direct line to downtown and that it requires a transfer from either the Blue Line LRT or the Green Line. Some respondents felt that funding should not be directed to the project when funding for essential services is being cut, while others felt that it should be more highly prioritized and that progress is too slow. The most dominant theme among responses was general support for the recommended plan.





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Verbatim Responses

The following pages are the transcribed feedback from all engagement activities. Feedback has been transcribed as it was submitted; no edits have been made to spelling or grammar.

In-person Feedback

Open House Comment Forms

We received two comment forms total.

What do you like about the recommended plan?
Bridging NW to NE and airport to DT
Vehicles are cool! Yay!
How could the recommended plan be improved?
Closing the loop (?) round trip instead of just W to E
What do you dislike about the recommended plan and why?
It's way up north. Could benefit from additional connections further down south.
Does not discuss green line north as effectively dormant project. Plan for airport connector s/b discussed in context of realistic prioritization of daily use transit.

Open House Boards

Participants were invited share their thoughts by filling out sticky notes and placing them on the appropriate boards. The following are the comments received by sticky notes.

What I like about the recommended plan is...
Connect to airport by train is thousand time better than go by bus or taxi
Airport connector s/b lowest priority project
Connecting to high speed line to Edmonton is a great thing
Plan to build in phases; important to establish service to the airport cheaply
- Cover Calgary by LRT like Stoney Trail - that can reduce rush in city center
Glad the city of Calgary is considering this development
Recommended plan is good
Please consider luggage check and kids facility
Bridging NW Calgary to NE and the airport to downtown
Protects parkways
Closing the loop (?) round trip instead of just west-east
Decent station connections
Like connection & station for Aero Dr. Like connection from N. Calgary to NE w/o going DT or 60 min bus ride



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Tie-ins to business parks & rail station helps promote TOD!
This plan could be improved by...
What about a separate line goes to Foothills hospital or from Aurora business park all the way to downtown - Green line
88th station's indoor connection between systems or weather will be an issue at times
Preference would be for a dedicated line from downtown to airport. Better, more direct customer experience for customers, especially from other parts of city such as Tuscany
Don't build too cheaply that you can't expand service
Hospitals should be connected to transit
88 Ave NE station should be underground. The weather there can be quite extreme.
Have luggage check service to help travelers manage luggage during trip to airport
Use Dehli metro lines to airport as example. Eventually build dedicated line from downtown to airport for convenience.
Look at a stage 3 that also connects to Red Line (e.g. at Crowfoot or Tuscany)
Invest properly, don't cut corners
All hospitals need to be connected via transit as a priority to reduce loads from parking!
International currency acceptance for fare? Acceptance of Visa/MasterCard for far payment
Please provide specifics around the measurements taken. ie: you heard soil and water contamination was a concern in phase 1 but these plans don't explain how you have determined to what degree the recommended actions accommodate the concerns. What testing did you do? Same for the neighbourhood measures. What makes the recommended actions safer?
Enhance pedestrian infrastructure along 96 Ave from HHB to Nose Creek Ensure 96 Ave is not defined by trench Ensure ped & cycle connections along corridors
Car overpasses should keep pedestrian & bike connections
Will oversized luggage fit safely?
Flexible development to allow for gradual technology e.g. self-driving vans/buses until demand requires trains.
What I don't like about this plan is?
Two stations at airport (domestic & intl) would be good. Lessens walk from either
Plan should address funding first. YYC should pay!! If not, s/b lowest priority project in the city
Not impressed that 88 Ave will be built first. City council committed to full green line before any more expansions
Why is the storage/maint facility not in Aurora?
It's way up North, additional connections E-W further south would improve commuting
Airport option is good, but luggage would be important & a deterrent



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Online Feedback

The public were given the opportunity to provide feedback on the project recommendations. The survey was open from June 24 to July 9, 2019, and 82 submissions were received.

What I like about this plan is...
Seems like a balanced review. (the factors considered).
The choice of automated technology and high-frequency trains.
Appears to be the most cost effective and schedule friendly solution if the project is well managed. The ability to provide a train car designed for the airport's needs makes sense.
I have no clue, as the wording is not in English, French nor any first nation language. EX: ਇਸ ਨੋਟਿਸ ਵਿੱਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਸ਼ਾਮਲ ਹੈ ਜੋ ਤੁਹਾਨੂੰ ਪ੍ਰਭਾਵਿਤ ਕਰ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਤੁਹਾਡੇ ਲਈ ਅਨੁਵਾਦ ਕਰਨ ਲਈ ਕਹੋ।
Everything. Its necessary to link our transit line to the airport
Makes me feel like Calgary is actually becoming a city. An airport train line is extremely long time overdue and something I find very strange that it hasnt happened yet.
It finally provides rail service to the airport. It is a long time coming.
Ease to get to the airport from basically anywhere in the city
That City Council is finally entertaining the idea of putting a train line to the airport. This should have been completed 10 years ago. We are not a "world-class" city without a train to the airport.
It's practical and good for the office park and neighbouring community.
It will give travellers an affordable option to move around the city..100% agree that it should go ahead
Having a train to the airport puts CALGARY in alignment with other large cities. Usage will increase once access to this type of service is provided. Current bus only transit is not appealing to many travellers.
Finally, consideration being given to connect airport to transit - fifty years of poor planning mean now its a choice of three awful options.
It is comprehensive and detailed. You also provide 2 ways to go from the airport to both west and east on 96ave NE.
this is a good plan, right now we don't have good transportation for tourist, this may help our tourist.
Access to the airport using public transportation
Alignment and technology used for APM.
Finally - light rail to the airport. Welcome to modern city design.
We absolutely must extend the train line to the airport, we will never be a world class city until we do. We also must not listen to the taxi lobby resisting this project, this train is key to Calgary's success.
I am very excited about a Plan to connect Blue and Red LRT lines to the airport. Any world class city would have considered this as a Must to connect "International "airport to city center.
It's the most efficient and cost effective plan.
Does its job.
It provides an airport connection. I always use the trains in SFO and Seattle but I find the bus service to the airport unusable unless I'm travelling with only a backpack.
Long term planning. Public transit should be a vehicle and an important determinant for city planning.
The city asking for input



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<p>So happy this is happening! Would love Calgary to be one of those cities where you can easily get from downtown to the airport and back and have a reliable ride (not miss the flight because the traffic might be bad).</p>
<p>Both a local route for the business park and a connector between the green and blue lines. I also like that it terminates at the green or blue line stations rather than continuing downtown. This will increase reliability and frequency. I also like the automated trains for the reasons suggested.</p>
<p>For people who travel by plane, this would be nice.</p>
<p>There is more ridership to the Airport From NE Quadrant east of the Deerfoot Trail, therefore it makes sense to connect from Blue Line to the Airport</p>
<p>I love the APM idea, used it in Vancouver lots, the system is far superior to what we are doing in calgary</p>
<p>The consideration of different options based around the travel time across the geography, the distribution of people, the type of transportation chosen, and the future developments of the areas affected. Also, the visuals for the layout, concepts, frameworks, and suitability of factors was great.</p>
<p>Been wondering what this would look like for years now it's on paper</p>
<p>The overall concept is awesome, however I was unable to select anything from your adjacent tabs on this page! After moving back here, I was surprised there was not a system in place yet, especially knowing the history of Calgary's successful LRT program.</p>
<p>It effectively connects the airport to downtown via rail. APM connects to nearby communities and existing/planned LRT lines.</p>
<p>Finally an economical way to get to the airport!</p>
<p>Calgary is finally thinking about connecting YYC to the city by public transit. I doubt I will see it in service in my lifetime (I am 77).</p>
<p>Provides a connection to the airport</p>
<p>Needs to Service the North East better</p>
<p>I mean the concept of having LRT to the airport is appealing, particularly since many other major cities in North America have this infrastructure.</p>
<p>A connection to the airport and improved transit access benefits everybody</p>
<p>We need a better transit connection to the airport than the current bus service.</p>
<p>that a connection to the airport is being considered.</p>
<p>finally - an LRT/Transit connection directly to the airport</p>
<p>What I like about the plan is, for those people who live in country hills, could get to the airport directly. Instead of, having to go through downtown and then through saddletowne. Lastly, exploring options and to see which one makes economically feasibility sense.</p>
<p>Connection to Blue line.</p>
<p>LRT access with airport connected to Green line for locals, airport/hotel workers & tourists.</p>
<p>I like that there will be increased transit between East and West, and transit options that won't just be buses running from East to West.</p>
<p>If you want my input could you please not limit these boxes to 250 characters?</p>
<p>More frequent service, lower operating costs and less overlap with 96 AV SE station/better access from adjacent community.</p>
<p>Great to see the city planning for this future airport connection. I like that a options like an Automated People Mover are being considered. Rail options are preferred over bus especially for tourists.</p>
<p>The ability to access both the Green Line and the Blue Line AND the airport without needing to go downtown first. underground through downtown is key! we can fracture downtown anymore - we currently have 2 sterile corridors as a result of</p>
<p>Nothing.</p>



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It provides transit to the airport (albeit not very useable transit).
Automation allows high frequency, even off peak.
Makes Travelling easy for everyone specially going to the Airport. Also maybe it will reduce traffic on Deerfoot.
That there is one being done at this stage in the first place that does visit the options. Too often, plans are presented where the options are presented seemingly to solely justify the chosen plan.
Several decades behind many, or perhaps most, major world cities, Calgary is thinking about modern public transportation linkages between the airport, downtown and the rest of the city. Bravo!
My family, friends and I are thrilled to see the city exploring ways to build rapid reliable rail transit connecting the city's LRT system. I will and I know many family and friends will definitely use this service when getting to and from the airport to save us a lot of hassle trying to get a ride.
Faster and easy option to transit from yyc airport, instead of depending upon taxi or Uber.
Forward thinking in planning for YYC connection as a many cities in the world have direct airport connections via public transport.
I like the idea of a rail link to the airport.
finally, the city is considering a reasonable public transport solution to YYC
The factors considered in each recommendations is impressive. I agree with the proposed routing and technology.
Airport terminal is well situated
driverless rail
that it makes sense with existing infrastructure plans
Connectivity to the airport with transit which will set Calgary on an equal footing to all the major cities in Canada in terms of transit.
That transit will go to the airport and tie into multiple c-train lines, improving service offered. How in depth the planning is going.
This project is good, however, there are other communities near the yyc that want to have accessibility to the lrt train to airport is long overdue
that someone is working on connecting the airport to the LRT system. It is unfortunate that a transfer will be required, but an APM is better than nothing.
Finally planning to use public mass transit effectively out of the airport to downtown Calgary.
I like that many options and perspectives were considered. Also, a quicker route via public transit to the airport area would be fantastic as I've had to commute to that area for work and current options are very slow. It would be great to see more public transit options as the city grows.
The use of the APM... it can run multiple trips per hour which is cheap. It needs to service the hotels along 96 Ave NE to the airport to make this useful!
The recommended plan is good for articulating the ultimate design.
It's separate from the other LRT lines, so it doesn't have to be built before Green Line North and isn't tied to aging technology. It's not impacting homes. It connects to future regional rail. Good engagement and good material.
This plan could be improved by...
The plan really only benefits those within proximity of LRT stations
Finding the funding to build it soon.
Better understanding how the area is projected to grow and develop. The maps provided only show present day development (aside from the Aurora Business Park) and should communicate how the City is anticipating the area along the route to change. How does this train line enable development?



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By having a separate line from Aurora Business park up of the Northwest to Telus World of Science or going downtown of that line
I have no clue, as the wording is not in English, French nor any first nation language. EX: ਇਸ ਨੋਟਿਸ ਵਿੱਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਸ਼ਾਮਲ ਹੈ ਜੋ ਤੁਹਾਨੂੰ ਪ੍ਰਭਾਵਿਤ ਕਰ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਤੁਹਾਡੇ ਲਈ ਅਨੁਵਾਦ ਕਰਨ ਲਈ ਕਹੋ।
Not sure. I don't see the positives or negatives with how the stations are lined up. I think whatever is the fastest and most efficient way is the best
Connecting both the green line and blue line with a stop AT the airport.
More stations
Removing any "at-grade" level crossings, such as at the proposed crossings of 19th Street NE, Barlow Trail, and Metis Trail. Elevate the train to reduce traffic disruption and reduce pedestrian collisions.
Building at least one more station at the airport.
Having a rapid minimal stops plan that would decrease the travel time to get from the airport to the city centre.
The use of elevated and at grade tracks should be one or the other. Are the ridership projected appropriate?
Right now we found out the BRT doesn't have enough space for luggage, for the future please consider luggage spaces
Linking a rail line directly to the proposed line extensions therefore allowing direct access to thousands of people without the need to drive to the airport. I take an example like London - Underground, overland rail, buses, all converge on the airport together.
Cross platform interchanges at blue and green lines (example Hong Kong where most connections are to the opposite side of the platform). Imagine having to drag baggage up, down and across crossings. Even a partial cross platform transfer in one direction is an improvement.
I like the proposed plan, but there seems to be some reservations on "feasibility and deliverability", I will at least consider the LRT as a plan B.
Not knowing these areas of the city that well I cannot make a suggestion for improvement. Except to say get on with the project as this transportation corridor from the airport and city centre is way over due and after spending millions to upgrade the airport a 21st century transit to city centre.
Using a spur of existing LRT.
Considerations that people will be taking luggage with them if this is an airport connector. That takes BRT off the table as the buses just aren't suitable even with a single carry-on size suitcase.
Increased population densification near LRT.
Not spending more money while cutting emergency services budget.
Somehow making it happen sooner...
Not costing so much.
Connecting Blue Line LRT to the Airport
Removing the transfer from downtown to the airport, it needs to be one smooth line to increase ridership
Discussing any changes to land uses around the proposed transit lines, such as the development of areas becoming mixed use, filling in expanses of empty land, and any potential impacts it can have on the areas it perforates.
Not sure at this time
Based on my experience in other North American cities, you should also consider Commuter Rail technology.
Allowing for expansion of the APM line to become a dedicated LRT in the future. The APM serves the needs of today, but the plan should include contingency for a connection to future LRT expansions. (i.e. development of the APM line into a proper LRT line.)
Making the Green Line an automated line like YVR's Canada Line, so you could minimise changes between trains/people movers. This would mean revising the station plans for the west end of this line so that instead of teeing into the Green Line, there would be a Y connection.



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Connecting the green line directly to the airport like they do in Vancouver, Toronto, Denver, Minneapolis, Seattle ... I could go on, but you get the idea
c-train going through Skyview & Redstone
Improving the economy and lowering property tax so we're not all stuck with the bill for this. Downtown is half empty, city hall is plagued by scandals and transparency issues, property tax is going up due to over spending- so where is this money going to come from? Why not use busses 300 or 100?
Why not just run the LRT up Metis Tr. NE as a branch of the blue line, the ROW exists and it is closer. Also a transfer from downtown wouldn't be necessary. I thought the whole point of the airport tunnel was to have room for LRT.
Not introducing a new technology to the City. It doesn't seem to make sense having 3 types of trains in the City.
Consider options to allow for future extensions of the line west towards Sage Hill and east towards (into?) Rockyview County; could serve future current/future development and feed Green and Blue lines. Appreciate that this is difficult given current road alignments and development at both ends.
eliminate the need to transfer, provide spur line from green. there are more stations proposed along this leg than north of 96 Ave on the green, which is actually considered the spur? keep alignment on south side of Airport Trail (do not jump into the median to jump out shortly after).
long term view of high speed rail connection between Calgary, Red Deer, and Edmonton with a possible station suitable for connection the the Calgary Airport
Use rail tracks, not rubber. Rubber wears off: ask engineering. My partner is civil engineer. Routing by making sharp track turn to airport causes mechanical train wear & tear. Go direct underground or above! Long-term track maintenance issues reduced & weather protection!
Will there be buses running so people can either ride the green line over to the airport transit? Or buses directly to the airport transit route, so it is convenient to use?
Improvement = Waiting to study (and act) on it until the City has more funding (not raise taxes). Shut project down and shelve all of this admin work for now as part of savings & reduce project staff. We can't afford it right now and it appears few are listening there.
Putting it in place sooner.
If the Green Line actually existed beyond on paper. Adding pedestrian and cycling infrastructure (always).
Securing funding!
Train needs to connect to the airport directly from green line. this should be priority 1
Cancelling it.
Single seat ride from more locations. Use LRT technology, extend a branch of both greenline and blueline to Calgary airport station (dual platform station can easily address the high-floor and low-floor LRT issues).
Ensure that the line can be used by people travelling between the Green & Blue lines without undue delay at the airport.
Action! People need Transit no matter what.
Costing that uses 2019 CAD (noting the level of accuracy at this stage) versus the use of \$\$\$\$ like restaurants and hotels.
A sense of urgency. This deserves priority ahead of LRT green line construction.
I hope at least part of the corridor can be built as soon to provide Calgarians with convenient and reliable transport to and from the airport. The frequency on this line should be high as no one would like to risk missing their flight. I hope phase 1 blue line to YYC can be built soon and on budget
Faster execution and wider range of route coverage
Securing funding in these difficult economic times.
Possible inclusion of the industrial park east of the airport



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I don't like the need to change trains, although having 2 routes to link YYC with the LRT system is positive. If it is to work as proposed, the frequency of service has to be very good - eg a max of 5mins between trains. otherwise, many fewer people will use it.
Clearly considering, at station and railcar design stage, providing lots of space for luggage, strollers and bikes.
Including trip complexity in the evaluation rubric. As a traveler I shun transportation options which include lots of stops or changes. "Speed" needs to be considered for travelers with luggage and strollers, not just unencumbered YYC workers.
Carefully considering use by those with mobility needs. Any curb cutouts, longer distances to get to elevators/curb cut outs/ramps need to be considered as many users will be also burdened with luggage. As someone in a wheelchair, I would recommend looking at Vancouver or Seattle ..and not Toronto
Connectivity to both Green Line and Blue Line and extending the Blue Line all the way to the expected Stoney Trail station which will cover the biggest community of Calgary with 3 other communities lined up with it.
Action!
Extending the lrt access to the communities of skyview, redstone, mattamy and other new developpe communities in vicinity of yyc.
expediting it
Will the APM support the movement of bicycles?
Minimizing stops along APM line. Should operate more like a shuttle with a Blue Line stop, Terminal stop, and Green Lane ne stop.
Expediting the launch date of the APM :)
I like this plan as it's written. It seems to encapsulate good station location in relation to available residents. It should intersect from green line, the hotels by the airport including Acclaim, airport, to blue line, and return (which by the map, it will). This needs to be a priority.
Additional information required as to key stage gate decisions (e.g. Greenline to 96th Ave and Blue Line to North of 88th Ave) are required before this plan is contemplated. Key cost estimates should be part of this plan, even if on a Budget Class 5 range of outcomes.
Identifying a feasible interim option that doesn't break the bank. This appears to be a plan for a region of 10 million people, and we need an interim option.
What I don't like about this plan is...
I used the bus from airport to downtown, then blue line LRT home last year once. It was a good option for me because i was not in a hurry, and i live close enough to the 69th street lrt. I like the idea of a public transit option to the airport.
The plan does not include transit-oriented development potential and possibilities for the stations. Land use / urban planning should be part of all transit plans.
Not being able to ride a single train from YYC to Downtown. Potential future integration with LRT seems not to be possible with APM.
I have no clue, as the wording is not in English, French nor any first nation language. EX: ਇਸ ਨੋਟਿਸ ਵਿੱਚ ਮਹੱਤਵਪੂਰਨ ਜਾਣਕਾਰੀ ਸ਼ਾਮਲ ਹੈ ਜੋ ਤੁਹਾਨੂੰ ਪ੍ਰਭਾਵਿਤ ਕਰ ਸਕਦੀ ਹੈ। ਕਿਰਪਾ ਕਰਕੇ ਕਿਸੇ ਨੂੰ ਇਸ ਦਾ ਤੁਹਾਡੇ ਲਈ ਅਨੁਵਾਦ ਕਰਨ ਲਈ ਕਹੋ।
Do it as soon as possible. My dislike is always the length of time to complete. Efficiency
N/a
Nothing not to like, but a few more clarity on an airport station and how that will function for passengers.
Nothing
The "at-grade" level crossings at 19th Street ME, Barlow Trail, and Metis Trail.



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The airport really needs more than one station. The airport is getting big and needs an easier way to get around it. At least two stations, domestic and international.
Distance and time required to get to city centre or south CALGARY.
Requires Transferring at bad planned station layouts
Will the cost justify the project. A good point is that the close proximity of the airport to the city core was make this a desirable project.
Nothing.
The connections to blue and green lines are half hearted and are not easy to interchange between, especially when neither station is existing. APM technology mean there are no level crossings anyways, so why not bring the tracks into stations in a way where cross platform is possible.
Ideally, a direct rail line from downtown to the airport is required. If I'm reading these correctly it would be green line or blue line north, then transferring to a connecting line. That's a real pain if you're hauling suitcases.
The timing. We should have considered as part of the base LRT expansion. Can we have it build the connection to airport concurrently, connect at least to the NE Blue LRT line. This may impact the Technology option.
Nothing at this point.
It seems to be using APM as a gimmick rather than a viable option.
This seems like an afterthought. I think that you could have an airport service based on the greenline (downtown to airport) at double the transit ticket cost and get high ridership. This would support staff working at the airport and travellers avoiding \$50 taxis. Avoid blueline - not good to dtown
Cutting essential services while looking at spending more money on essential things. good budget management 101
The people who never made this happen before and have us reliable on taxi companies.
The proposed \$\$ spent in this time of economic downturn.
Connecting the Green Line as their will be less ridership compared to Blue Line
you won't see business ridership unless you remove the transfers from downtown to the airport, I will just opt for a cab. Price is not an issue as it's just an expense to the company.
N/A
Would like to see continued use of existing equipment so less maintenance buildings needed
Minimize your station stops and at-grade crossings, in order to minimize your total travel time to airport
Still not a direct line between the airport and downtown Calgary, ideally one would be able to get on a single train straight downtown. Connecting trains can be cumbersome (especially with luggage) and time consuming.
The piece-meal approach to accessing YYC by a patchwork of different incompatible systems. In 2010 I took an LRT equivalent from a Munich suburban station direct to the airport. LHR and LGW have direct train access into the terminals. We could too, from the Blue Line, with dedicated trains. Think!
That people have to change trains to get downtown
forgot about the Northeast
Funding is my big concern m, we are broke! And the whole honour fare system. Turn buckles need to be installed so fare jumpers cannot use the system without paying. You should have to swipe your card or insert a ticket to get off the platform outside of downtown. This is for passenger security.
Different technology requiring a transfer. No direct route to downtown.
Green Line doesn't connect directly to the airport. Most airport travelers want to get downtown without transferring - make this like Canada Line in Vancouver.



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<p>introducing a new, third system seems unnecessary, utilize an existing, known system. should not connect to both blue and green line, pick one (preferable green). eliminate transfer by creating a spur line (similar to Canada line in YVR).</p>
<p>Non specific thinking on overlay between LRT transit and City Planning. There is no information on the transit corridor/station locations and the long term density thinking for the NW/NE areas</p>
<p>I hope the green line would have minimal traffic problems especially, during rush hour</p>
<p>Connection to airport is good, not bad. Will also bring in more tourists more easily & they will be motivated to visit city since it is easier, instead of just Rocky mountains destination / avoiding Calgary city. Accommodates future airport expansion for more local workers' commutes, etc.</p>
<p>Generally I don't have any complaints, I'm glad to see transit from the east to west of the city expanded, because I think that that's something our public transit system lacks.</p>
<p>Rather than make a 'connector' to blue and green lines, why can't you design its to simply extend from one or the other lines in a loop (not a link)? In some cases transit users are stopping/waiting at 4 or 5 stops simply to get from point A to B (the airport) which is not smart travel efficiency.</p>
<p>Would be nice to not have to change trains, but the advantages of the APM outweigh that small inconvenience.</p>
<p>I think it looks good. I didn't think we'd get an option that hits two lines. How quick will it be to get from the Green to Blue line and vice versa? How long is the stop at the airport? Long enough to deter people from using it for that purpose and not just to get to the airport?</p>
<p>The two official languages in Canada are ENGLISH and FRENCH, I dont believe PUNJABI is one of them and I take serious offence to provding special preference to one minority group!!!! Why not Italian, chinese, spanish, hungarian, russian.</p>
<p>no train connection to yyc</p>
<p>The cost. If the whole line is built it will be \$1 Billion according to the high level estimates. I also don't think there will ever be enough demand to justify this cost. There are more important projects to put money towards.</p>
<p>everything about this plan is wrong, bus service is already more than adequate, stop wasting money on transit no one uses or wants, improve the access for drivers by adding an all vehicle tunnel from barlow trail , more lanes on deerfoot, and finish linking airport trail to stoney trail</p>
<p>Change required for service for all but a few thousand people. Multiple changes required for non-blue and green line pax. I doubt the operating costs for a NEW APM system are less than an incremental addition to existing LRT system. Needs a re-think, this study has gone down the wrong path.</p>
<p>I don't like the idea of a station named "Aero" that isn't the airport. People unfamiliar with the city, and with limited English are likely to be confused.</p>
<p>Nothing. Its a good plan.</p>
<p>I do not think that Community Well-Being is the same as Client Considerations. If CCs are not focused upon, ridership will suffer. Payment ease (card tap?), waiting comfort in adverse weather, luggage, safety etc. fall into CCs. Surely clients deserve specific consideration?</p>
<p>You don't appear to have understood the poor experience given to visitors, tourists and business people by the current public transit airport service. First impressions matter.</p>
<p>I don't like the fact that it seems like this plan is not getting the priority it deserves. I believe Calgaryans deserves a rail connection to Canada's 4th busiest airport. YYC is our airport and we deserve convenient and reliable rail transport to and from YYC using new and existing infrastructure.</p>
<p>Slow progress and too much time in decision making, eventually increasing the execution cost burden.</p>
<p>That it'll probably never be built due to a lack of funding and priorities.</p>
<p>What is ridership like on the buses that currently go to the airport? Why on this side of the airport and not the other side (Métis Trail side?). Will this cause issues with the current bus routes in the area? The Max lines have messed up my commute due to time and route changes.</p>



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<p>as above. i would prefer two types of trains serve YYC - one being the "Greenline-type" of cab, and the other being the "Blue line-type" because service will be direct. if this is not affordable, then the frequency of the APM must be v good, or else the link will not be used by many travellers.</p>
<p>i'd like to see calgary replace 60-70% of city employees with software and technology (e.g. RPA software, ML/AI). With a reduced burden of employees to support we will have the capital to invest in initiatives like this. Don't invest until this is a reality.</p>
<p>Still sort of high-level; no plans for how to secure funding or airport authority agreement to proceed.</p>
<p>The need to change from APM to LRT in order to go downtown seems like a showstopper. After flying in from overseas, the idea of getting on an APM for a couple of miles and then having to change seems daunting. I fly to DEN often a their direct-downtown no-transfer transit system encourages usage.</p>
<p>Why trench so much even in industrial area? Isn't it more expensive to trench for not much benefits?</p>
<p>Looks good so far... and long overdue. I look forward to watching it progress.</p>
<p>The timeline. In order to present Calgary to the world stage for any investments which is very crucial to any city's development the timeline set for this project is very far ahead. Please push it as early as possible so that we can diversify our economy from oil and gas based city to tech focused.</p>
<p>Is that it hasn't started yet.</p>
<p>What about the community in skyview, redstone, mattamy, and other newly developpe community near the airport. How will the people living there could access the lrt. The city should consider this options extend the lrt to these communities.</p>
<p>the timeframe... needs bold action, the need is self evident. Is the taxi lobby holding this up?</p>
<p>The need to transfer between the airport link and the north-south lines, but that's probably unavoidable.</p>
<p>I'm all for capital improvements to move citizens of Calgary around, but the Airport Authority should engage to offer some funding to make this happen as it benefits them as well.</p>
<p>There isn't much not to like. I love that this is moving forward!</p>
<p>Nothing, if you do it right (see option 3).</p>
<p>No interim BRT solution identified, no solution presented if GreenLine remains stalled at phase 1. No acknowledgment this Airport Transit project has no benefit until GreenLine 96th Ave station is in place. No mention as to whether YYC airport is onboard financially or operationally.</p>
<p>Cost and amount of infrastructure required. So much parking and so few barriers to driving to the airport. Similar service offered by the private sector will siphon revenue (ubers, hotel shuttles, Allied shuttle) that renders this plan unsustainable unless the corridor is regulated.</p>