



11 Street S.W. Functional Planning Study Reveal Phase

Public Engagement: What We Heard
July 2022

Project Overview

11 Street S.W. provides a vital link between the Beltline and downtown west end across the barrier of the CP Rail line which bisects downtown Calgary. With the recent closure of 8 Street S.E., 11 Street S.W. is the only remaining at-grade rail track crossing in the centre city and sees use by people who move through the study area to access parks, grocery stores, restaurants, commercial amenities, apartment buildings, and offices.

Through this study, we have explored the future design of the 11 Street S.W. rail crossing, and understand what changes are required to improve the area for people who live, work, and play here.

The key objectives included:

- confirming network connectivity, determining geometry and cross-section, developing active modes and roadway profiles for the crossing, reviewing access management, and planning for the CP Rail bridge expansion.
- identifying potential short-term improvements (“quick wins”) to enhance safety and connectivity for all users including people who walk, wheel, drive, and take transit.
- evaluating short and long-term options with practical staging plans and cost estimates; and
- engaging stakeholders to develop plans that are supported by City business units, CP Rail, Councillors, adjacent landowners, community members, area businesses and people who walk, wheel, drive, and take transit.

Engagement Overview

Engagement for the functional planning study was organized into three phases – each tied to key milestones in the development of the functional plans.

- **Discover:** stakeholder, public and City priorities, aspirations, issues and opportunities.
- **Explore:** perspectives, issues and opportunities raised by stakeholders, the public and City regarding the proposed design concepts.
- **Reveal:** the recommended plans, and understand stakeholder, public and City perspectives in order to refine the final recommendations.

Engagement Process

Six concept designs were developed for the study area using input gathered during the first phase of engagement, Phase 1: Discover, which took place in February 2021. Next, the public was asked to rank their preferences and describe their likes and dislikes about the designs presented in Phase 2, which took place in summer, 2021.

Engagement for Phase 3: Reveal, was held online between June 8 and 29, 2022. There were 4080 unique visitors to the engagement page for the project and there were a total of 591 submissions. A virtual open house was held on June 15, 2022, from 6:30 to 7:30 p.m., with 35 attendees.

Engagement opportunities for all 3 phases were advertised through The City of Calgary's Engage website, Facebook and Twitter ads targeted to communities surrounding the study area, letters to key stakeholders, postcards to area residents and businesses, and road-side bold signs placed near the study area.

To learn more about the detailed feedback The City received from past phases of this project, please visit calgary.ca/11StUnderpass.

Phase 3: Reveal

Using feedback The City received from the public and key stakeholders in Phase 1 and 2, along with additional technical analysis and policy direction including the Greater Downtown Plan, the Downtown Strategy and Centre City Mobility Plan, an active travel modes underpass is recommended for the study area.

The recommended plan prioritizes the pedestrian experience, reduces automobile dependency, and invests in creating a vibrant destination downtown for Calgarians and visitors of all ages and abilities to enjoy.

Figure 1: Recommended Plan – Active Travel Modes Underpass



Specific features:

- Removes driving lanes. Vehicles are diverted to 8 and 14 Street S.W.
- Aligns with the Greater Downtown Plan by extending the green network, prioritizing the pedestrian experience, reducing automobile dependency, and creating vibrant gathering spaces that allow people to move between destinations or linger and connect.
- Creates a destination for Calgarians of all ages and abilities by programming the public realm space using themes such as fitness, play and art.
- Provides better accessibility due to the lower multi-use pathway grade (five per cent or less), especially for people traveling by wheelchair.

The recommended plan is dependent on the timing of funding as well as Council's future vision for the west side of downtown. Therefore, the all travel modes underpass has been recommended as an alternate plan for Council consideration.

Figure 2: Alternate Plan – All Travel Modes Underpass with Enhanced Public Realm

Alternate plan
All travel modes underpass with enhanced public realm



Specific features:

- Retains two driving lanes on 11 Street S.W. and turning lanes at intersections.
- Potential for future transit service, as 11 Street S.W. is not currently used for transit routes.
- Provides reliable emergency service access, as 11 Street S.W. is not frequently used by emergency services due to trains crossing.
- Less aligned with accessibility guidelines, especially for people travelling by wheelchair, because the sidewalk grades are steeper than five per cent.

Consistent between both plans:

- Accommodates the CP railway expansion to four tracks.
- Retains the current elevation of the rail tracks and uses an underpass to travel through the area.
- Adds lighting to enhance safety and visibility, and creates a comfortable space for all ages and abilities.
- Improves accessibility for individuals with visual impairments or blindness by including straight sidewalks on both sides of 11 Street S.W.
- Creates shorter crossing distances by realigning crosswalks at 9 and 10 Avenue.
- Provides opportunities for redevelopment, and enhancing public and private realms.
- Changes access to private driveways to accommodate the underpass.
- Accommodates 1:100 year flood level through storm water management.
- Requires property from landowners for additional road right-of-way and the lift station.
- Safety and environmental management during construction.
- Many options to integrate the public and private realms. The interface should not be a straight face vertical wall.
- Requires a bridge pier to support the CP rail tracks.

It is anticipated the recommendations will be presented to Council before the end of 2022, in addition to authorizing the implementation of the short-term safety improvements in the study area.



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What We Asked

The online survey included the following questions for the public to respond to:

1. Is there anything The City should consider in order to improve the Recommended Plan - Active Travel Modes Underpass?
2. Is there anything The City should consider in order to improve the Alternate Plan - All Travel Modes Underpass?
3. Do you have any feedback to share with The City about the potential short-term recommendations? Please be specific and provide the location where possible.

What We Heard

Online Survey

Recommended Plan – Active Travel Modes Underpass

Question 1: Is there anything The City should consider in order to improve the Recommended Plan - Active Travel Modes Underpass?

- Feedback about the recommended plan was mixed. Many participants felt positive about removing vehicle access from the area and focusing on active transportation modes only, while others wished to maintain vehicle access on 11 Street S.W. and felt removing vehicle access would cause traffic congestion on nearby roads.
- Many felt the plan would revitalize the area and create a more accessible space for people who walk and wheel.
- Many supported the incorporation of greenspace, separated walking and wheeling paths as well as gathering spaces.
- Some opposed the project completely because it removes vehicle access, the high cost of the project, the potential impacts on taxpayers, or because they felt the project was unnecessary.
- Some mentioned the need for The City to consider the alternate plan because it incorporates all modes of transportation, which provides accessibility for everyone, not just those who prefer or use active modes.
- Improved lighting and safety-related recommendations were mentioned to reduce the likelihood of undesirable activity from occurring under the underpass.



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Alternate Plan – All Travel Modes Underpass

Question 2: Is there anything The City should consider in order to improve the Alternate Plan - All Travel Modes Underpass?

- Feedback about the alternate plan was mixed. Many liked that the concept allows through traffic for vehicles to other communities. While others felt that this concept still prioritized too much space for vehicle travel and preferred the active travel modes underpass concept.
- Many expressed that the alternate plan was the best option for Calgarians, because it incorporates all modes of transportation, which provides accessibility for everyone, not just those who prefer or use active modes.
- Improved lighting and safety-related recommendations were mentioned to reduce the likelihood of undesirable activity from occurring under the underpass.

Short-term Improvements

Question 3: Do you have any feedback to share with The City about the potential short-term recommendations? Please be specific and provide the location where possible.

- Many felt comfortable with the proposed recommendations for short-term improvements.
- Protected bike lanes were mentioned most often by participants as a recommended improvement, instead of the painted bike lanes that are being recommended.
- Some felt that The City should minimize short-term improvements and use that money to implement the final concept plan instead.

Social Media

Key themes:

- A lot of support for both the recommended plan and alternate plan was heard.
- Some participants questioned whether the project was necessary.
- Participants expressed concern about the cost of the project.
- Participants suggested re-routing the rail tracks.
- Some participants expressed doubt about the public engagement process and whether The City would listen to public feedback or if the concept plan had already been decided.
- Some participants felt that an underpass is needed to avoid traffic congestion due to the at-grade railway crossing.
- Some felt the City needs to prioritize vehicle traffic on 11 Street S.W. because the Beltline lacks proper vehicle connections with downtown.
- Some also felt that recommended plan would push cars six blocks away and cut off the community.
- Some participants thought that the recommended plan would help vehicles adopt a slower and more careful way of navigating a high-density urban neighbourhood.
- Many expressed concerns about homelessness and social disorder under the underpass.
- Many felt that stormwater management was a concern in the area and that it would need to be addressed in the final plan.



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Project Inbox

Key themes:

- Recommended plan supports goal of The City to get people out of their cars and using alternative modes of transportation.
- Recommended plan provides more park space for families in Beltline.
- The active modes underpass holds promise to really do something great, interesting, and exciting for this side of the Beltline.
- Multiple comments in favour of all modes to accommodate cars, cyclists and pedestrians.
- Closing 11 Street to vehicles would eliminate the entry point Beltline residents use most frequently and cut off more traffic flow to 11 Street businesses.
- In favour of the spirit of the active modes but major concern is social disorder in the area once there is no traffic presence and resulting increased traffic on 14 Street.
- Concerns about removing vehicle access from 11 Street underpass affecting access for citizens in need of emergency services.
- Removing vehicles from 11 Street at this location will have a significant impact on commute times and traffic in the area. It would force more vehicles to use 5 Street underpass and will have a significant impact to the already heavy traffic volumes on 17 Ave SW, 11 Ave SW, and 10 Ave SW.
- Needs to stay as is. Only way to get across tracks when underpass routes are flooded or icy.
- Undecided. When flash flooding happens in the underpasses, 11 Street was the one safe route to cross the tracks without the risk of getting stuck in water.
- An overpass for pedestrians/cyclists should be considered instead.

Next Steps

The City project team will review public and stakeholder feedback received through the Phase 3: Reveal engagement process to identify any refinements needed for the recommended plan, alternate plan, and short-term recommendations, before presenting to Council for consideration.

It is anticipated the recommendations will be presented to Council before the end of 2022, in addition to authorizing the implementation of short-term improvements for the study area.

If approved, the underpass will be prioritized for funding. The implementation of the recommended plan or the alternate plan will be considered in conjunction with the Greater Downtown Plan, the Downtown Strategy, the vision of the west end, and future mobility studies. Once funding is obtained, detailed design will begin.

For project updates or to sign up for email updates, visit calgary.ca/11StUnderpass



Verbatim Comments

The following is a record of the feedback received by those who responded using the online Engagement website and comments received via email and social media.

Please note: all comments below are printed as received. The comments are organized by the questions asked. Comments are unedited as to spelling, grammar, use of contractions, etc. Comments are only edited to remove profanity, personally identifying information or to identify an illegible word; where this occurs, it is indicated using square brackets, for example, "[omitted]."

Online Survey

1) Is there anything The City should consider in order to improve the Recommended Plan- Active Travel Modes Underpass?

Please put bike racks (the staple kind) in places that are seen easily and are near the activities, like close to the playground! Also I support the active modes plan!

don't do it. Use the All Travel Modes plan.

Do not go with this plan. Any thoughts of this being a pleasant experience sitting under a rail line is like having pie in the sky. The cost "saving" is worth the value of removing vehicles.

Scrap it! The vast majority of travel in that area is done by vehicle and that is not going to change. Putting ideology ahead of reality is killing the economy of this city.

appears lovely in theory however considering the area, harsh climate and absolute need to maintain access for emergency incl police, fire, ambulance, not to mention high traffic flow, if extremely inconsiderate to local residents as well as others who depend on this route for daily and random use

How will cars access the Beltline entering downtown from the West end with this plan? Alternatives pose long travel times. People aren't going to want to use "programable space" under a rail crossing given train noise. Safety is a large concern. This space will be likely to attract homeless people.

It looks fantastic, I love it! Green space with trees for shade, definitely.

Interesting area to have a park. Train tracks are loud. All forms of travel modes should access the underpass. Emergence vehicles should have better access to get to down town and vice versa

This plan favors exclusivity for a narrow group of users & should not be recommended at all. This plan lacks accountability to the greater body of residents & businesses currently in the area and in the future. 40k residents live collectively DT and Beltline, this plan benefits the few not many.



add cars! this is ridiculous, cars also need to get across the tracks, there's no practical way for everyone to be walking or cycling (this is Calgary, not Copenhagen) I use that crossing is to get to Coop from Briar Hill - that is NOT a practical cycle or walk - traffic will increase on other roads

I like the idea of pedestrian and bike friendly area

I believe that having car access under 11th Street is vital to allowing reasonable access to downtown. If 11th street is closed to cars how will these vehicles be channelled through Connaught safely to 8th st. or 5th St? The neighbourhood roads are narrow and not suitable to increased traffic.

Scrap this plan. Vehicle access from the western part of the city is critical.

This concept I don't feel is suitable for this area. Why intentionally make vehicle access worse, when it's the only access to Beltline from Bow Trail into downtown? 14 Street underpass needs significant improvements for both vehicles, pedestrians, and cyclist, but 11th should still have vehicles.

Lighting for underpass at night. Drainage for water. Minimizing the use of paint in the middle of bicycle lane due to the fact that it can be slippery when wet.

I think more time spent working on keeping things clean and safe are required - extra garbage, needle containers, etc. people will use drugs here so work on how to keep the area cleaner is important.

Consider having small commercial space for lease (cafe, store etc) that makes the environment more of a destination, make sure to provide sufficient lighting for safety at night, particularly at underpass.

I think this is a very nice plan, especially if the city wants to attract young families to the downtown/beltline area, but the city needs to consider how many people ACTUALLY want to recreate around/under 4 tracks running diesel-powered freight trains.

I support the active travel modes underpass proposal

Enough with the anti-car mentality at City Hall. You're not going to stop people from driving. This is one of the worst ideas coming out of City Hall, and they have had many, many bad ideas.

I walk along 11 Street SW to access the CTrain at Kirby station, I would appreciate some consideration to typical winter walking conditions when specifying the camber and surfacing of the walkways.

This should not be the recommended plan of action! This is the ONLY, and thus, a vitally important intersection to move vehicles north/south in the west end of downtown. Vehicles are used year round and should be the priority, not seasonal, low-volume methods of transport like 'wheeling'.

the use of the private #7 areas needs to be tied to the function of underpass area - public recreation, adding green space. Ensure the clearance is kept to a minimum (10'), and adequate



drainage within the area. Consider a pilot for 11St from 17 Ave to river. Would add needed green space to the area

Shade is one thing I notice is often missing from new City parks. I'm sure the rail overpass itself will provide some, but if the trees are going to be the primary source of shade and will take years to mature, it would be worth considering temporary measures, like semi-permanent tarp structures.

The recommended plan will create a green-space / park / playground that will not be utilized by the citizens of Calgary, in my opinion this is a horrible design. This will be a meeting point for the disadvantaged and lead to homeless and crime issues. I doubt people will walk or cycle in this area.

I love this plan. It will make a street that is currently unwelcoming into a place that people will want to spend time in.

The area is in desperate need of more green space and safe walkable areas. I think the plan that creates a park with walking and biking would be the best for local residents.

"Out of the two I prefer the Active Travel Mode plan. I'm not a huge fan of one-way cycle tracks because you can't pass slower traffic on them. Please make the lanes wide enough for 2 bikes. I would also love to see the separated cycle lane(s) extended all the way along 11th.

As much as I love the focus on Pedestrians, it's already hard enough to find a road to cross the tracks in downtown. I don't drive often (usually only walking or transit) but when it's -25 and I want to make a quick trip to the co-op I won't want to loop all the way around to 8th and back.

What is the impact on active transportation (cycling/pedestrian) when diverting vehicular traffic to 14 ST and 8 ST SW? Will the increase in vehicle traffic on those routes negatively impact active transportation?

The recommended plan is great. I have no suggestions for improvement.

As someone who uses this exact road daily, I still prefer to keep one lane of car traffic each way; however, when evaluating this on it's own merit I do not know if programmable space directly under train tracks is a great idea. I do like the addition of trees.

This is obviously the most effective plan for the space and should move ahead with it

This is perfect.

Overall, love the plan. It could be interesting to add space immediately under the rail crossing for a small coffee/ice cream/non-seated business hut.

Consider increasing the green space within the area bounded by the wheeling lanes

How quickly it can be built!

I strongly support this version of the plan. Reducing car dependency and improving infrastructure for alternative modes of transportation must be prioritized.



Please consider having a spray park in this plan. The underpass will already have infrastructure for water drainage, the tracks provide shade, the water spray helps keep it clean, more users would increase informal surveillance, and it helps local residents cope with climate change heat waves.

It looks wonderful! Shady trees, especially over the benches, would be very helpful. I love the look of this plan :-)

The recommended plan is fantastic. My only suggestion is to improve access to this new underpass from Millennium Park. I will use the new underpass for walking and cycling but I will first go through Millennium park. I would like a nice pathway to get from Millennium into the new underpass park.

As someone who lives nearby, I'm really excited to see this as the recommended option. Please consider having a significant number of shrubs instead of grass so that there's some visual division between sections. This makes it more comfortable for multiple independent groups to use the area.

Reduce car traffic by imposing a gas tax.

It would be great to have an underpass or overpass over 9th avenue. It would make a great connection from the Beltline to Contemporary Calgary, the Kerby Station and access to the River Pathway.

This would be more beneficial for the area that heavily relies on cement. In the summer it becomes blistering and having an active travel mode would provide some relief especially for those who live in the area and use walking as their mode of travel.

Given that 9 ave is a one way road, I believe the city should consider easy access to businesses on the east side of 9 ave since there is no connection through 8th street.

Proper snow and obstruction clearing, maintain safety with good lighting, add art!!

This is a good idea and opportunity for residences.

If it's going to be an area that children can use maybe some kind of fencing, or small barriers on each side to stop them from running out onto 9th and 10th ave.

No

love it

We need to consider security, since this will be a place that will attract homeless people, especially after dark. Walking through this new park will be required 24/7 for residents of the area to go to the C-train station.

The Active Travel Modes Underpass is excellent: well-designed, accessible, engaging. There is no need to include cars in the underpass. I highly recommend the City adopt it.

The recommended plan looks great.



Only the continuation of the strategy all the way north to the river.

Stand up against the anti-cycling voices that want car-only transport options. I use both modes when I cross this area, but will support the Active plan.

A sensible plan! Include a variety of amenities that encourages an abundance of activity by a diversity of users, including families with children. Include low-glare, low level lighting with minimal blue-white content (CCT

I support this option. Noise mitigation from trains if there will be playground next to the tracks would be beneficial

Instead of putting money into a project like this take a look at converting these empty office buildings into affordable housing for the people. This project is not needed

I previously submitted that this option was not good. I take that back. A pedestrian focused approach is absolutely the right call and begins to set the tone for a more walkable downtown for the future. This will also reduce cut through traffic and the inconvenience will encourage alternative modes.

Consider the noise from the trains with planned use of space. A park for children (as seen in the render) could result in damaged hearing from the proximity to the train. Love the walkability approach but this doesn't connect pedestrians to anything except a busy road. Business access is restricted.

Nothing specific. The elimination of car traffic from this road is a benefit to areas both north and south of the tracks.

Keep the space well lit at all times to improve safety

It's a [omitted] ROAD [omitted]. Put cars on it.

Make sure there is LOTS of lighting. bridges and underpasses in the late afternoon can be unnerving with bikes, pedestrians and others on the same level.

It looks nice ! Please get it done as soon as you can so we can learn from it and replicate something similar elsewhere :) If it's not happening already, please also make it viable in the winter. Skating, warm areas. Unless that adds too much time/money; can be done at another site.

Safety, security, and maintenance will be of critical concern for the foreseeable future until the associated private lots are redeveloped. Traffic impacts along nearby streets should also be considered as drivers find alternative routes through communities.

Who wants a playground in an underpass?

Add a sound wall along the railway tracks to reduce impact on the newly created public space. Double-height as seen along some of our highways.



As a resident who lives just blocks away from this intersection, I did not think this intersection could get worse. This would significantly reduce access in and out of downtown core to residents creating further reliance on the already congested 17 Avenue or 14 Street.

Reduce car traffic is great. This is one of the best thing I've seen the city put forward in a while.

This is great, do this option

There needs to be a vehicle so nection on this end of the downtown. South side of the tracks is not accessible from west Calgary (Bow Tr.) 17th ave is not capable of handling the overflow

I personally any way to improve this, it's perfect!

Ensure there is some sort of barrier so kids on the playground don't jump into the bike lanes.

Public bathroom facilities

Adequate lighting will be needed so that people will feel safe to walk through during nighttime hours

I know it outside the scope of the plan area, but if this plan is adopted, it would be good to build connectivity for pedestrians and bikes to the River pathway along 11 street (between 9 Ave and 4/5 Ave).

Must have the ability to drive a car. Anything else is a bonus but at no point should cars be unable to use the right of way.

This is the plan that we, the people who live in this neighborhood, approve of. Calgary needs more green spaces and pedestrian/cyclist areas. It would be nice to have a non-vehicle space in Beltline. Calgary is already choked by cars.

Please leave the playground portion condensed to only one area of the park. Alternatively, it would be awesome to see a dog park in this area or be pet friendly. The other dog parks in downtown and beltline do not have grass so this would be a great way to get green space for dogs.

Safety must be a top priority. The existing underpasses downtown are places where there is increased drug use and criminal activities. I feel particularly unsafe using underpasses in Calgary and will take routes to avoid them if possible.

Don't do this active travel plan. Will bottleneck traffic and cut off valuable access to 11th street south.

Do not cave, do not include cars

Fully support active modes option.

We live on the corner of 6 Ave and 11st and the co-op on 11st is a main place we visit. This would mean we'd have to drive to 14st (since 6 Ave is a one way) and back around to 11st. This would take much longer and we would be less likely to go to the co-op (or any business past the train tracks)



Install architectural elements that will prevent vagrants and addicts from congregating here, also do you have any research showing people WANT to sit at a table or play in a playground underneath freight railroad tracks?

I'd add a parking spot at either end for a food truck.

They should strongly consider eliminating this option. This is would have to be the most expensive playground in the city and be full of anything but kids.

Ensure connectivity for pedestrian and cyclist traffic. No point in creating a great space that leads nowhere or back to car centric hell scape.

Bad idea to divert traffic to other parts of our neighbourhood - underpass has to include cars. Sidewalks don't look wide enough - this is a major walking corridor for access to river, transit, groceries. 'TBD programm space' shows lack of understanding about community needs - strong 'No Thanks'.

What is the maintenance cost Is this a safe place for children with freight trains above. Plaza won't be used in winter. Why is this being proposed next to Shaw Millenium Park How does it support future emergency vehicle and transit access Any shadow studies completed?

Put the names of all those who approved this on some commemorative plaques. That way when this descends into chaos everyone will know who to blame. As a concept this would be brilliant if it was to connect 10th or 9th or 7th or 6th streets across the CP Rail line but for 11th street this is daft

Develop and include in an Active Access to the River 10 year plan

Change this to the Alternate Plan. While the underpass is welcome, removing motor vehicle access is ridiculous.

This is fantastic. We need more areas like this where pedestrians and cyclists are safe.

lighting will be an important factor for crime deterence. the recommended plan is by far my favourite.

Would like to see vehicle access removed. Create a pedestrian and bicycle under pass with green park space.

The City should consider allowing vehicular traffic in the Recommended Plan.

This seems like an excellent idea

it needs car lanes, theres no way to travel between the Crowchild trail north bound and the beltline safely, if that happens 17th needs a COMPLETE re design from Richmond road to 11th street in order to make traffic able to turn left off of 17th east bound properly. 17th ave is NOT safe to drive on.

Scrap it. No room for cars. Asinine.

Allow vehicles



Will people enjoy spending time at a shared space with multiple (after expansion) trains passing overtop?

Extension of the active travel modes over or under 9th. Avenue to the north to avoid stopping at the traffic lights on 9th. Avenue

The additional traffic load on the other roads would be a nightmare. Traffic sucks as it is, why are you making it worse? Also, the winding path looks nice, but people are going to cut across those curves, going for the shortest route.

Mitigate the level of noise that will be caused by the trains passing overhead

Winter, consider how snow removal would happen for the path ways, especially if the design allows for swirling winds and snow banks from mid October to mid April

This plan should not even be considered, most people coming to the belt-line and downtown are traveling by vehicle. A plan which will increase traffic congestion will not encourage less vehicle use. Calgarians want a vehicle, the City, is out of touch with it's population.

These do not make sense in a modern city. Vehicular traffic needs to be able to cross this path. If you remove the existing vehicular traffic route, you are a problem creator, not a solution creator. Do better.

Just make sure this option happens eventually!

So Many people on this end of downtown rely on this rail crossing. It cant be pedestrian only. Is the expectation that everyone drive to mid downtown to cross the rail line. THIS IS A HORRIBLE IDEA. There are LIMITED rail crossing already - you cant take another one away.

-minimize adverse effects of ROW widening and grade changes to adjacent properties

-removing cars from the underpass decreases the amount of "natural policing" to this area

-bright light levels, at night and during the day, are critical to the success of the spaces in the underpass

Erm - forgot cars and transit.

Love it, will really make it more vibrant

This does not allow for vehicle movement up this street which will cause huge delays coming off 12 and having to use 8 street.

Include motorized vehicles.

During morning rush hour, traffic backs up on 9th Ave eastbound approaching 5th street SW southbound. By removing the vehicle crossing at 11 St, this will only worsen congestion until alternate modes of transportation become more prevalent.

Though I like this idea, I feel like this is a major artery into the beltline. My preference would be for the "all travel modes underpass"



In the talk you mention that 9th ave is an east west key artery in the city. It brings people into the core. If you cannot move south from 9th in the west side of the Beltline, you are completely cutting off most of the Beltline from 9th. As a resident of the Beltline I am very concerned about this.

Keep it auto traffic accessible

I love this. Please prioritize this park space over the driving underpass. We need more green space in our neighbourhood. a fence or barrier between the bike lane and play space would be a good safety feature. Make it well lit. Consider a splash pad--summers are only getting hotter.

Get a grip! This is a vehicle city

As someone who has worked at Mewata Armouries, the plan to correct the traffic flow across the 11 St train crossing by removing vehicles from 11 St is a completely stupid idea. Focus on a plan that actually addresses the issue of train vehicle conflict.

Costs: build the same underpass as the city has along 9 ave & 10 ave. Don't build extra into this plan.

If the city is serious about "Revitalizing" the downtown, then you can restrict access by removing access by vehicular traffic. The more difficult you make it for me to drive into the downtown core, the less often I will consider that option and just stay in the suburbs.

There should be a small commercial development space. This could take the form of a cafe or a restaurant that invites people to downtown and to engage in the local economy. This space is also ideal for a small convenience store that acts as a coffee shop too. Consider models of Bodegas in the US

although the recommended plan offers optimal pedestrian traffic what it in fact does is cause a larger concern with both traffic congestion for the growth of the city and it also causes a bigger problem for opportunistic crime as this would be the perfect place for criminals to travel without police

This is a supreme waste of money especially in the current economic environment. Quit spending taxpayers money like this.

I love this and support it. We are engineers that live downtown with our baby and this will keep us downtown.

I support the recommendation of the Active Modes plan. Consideration should be given to increased lighting at nighttime. Other consideration should be given to enhancing the active mode connections to this area so that it can be accessed easily and safely.

This space will be underutilized for a large portion of the year during winter, possibly be at risk for attracting crime, and closes off a key route for emergency vehicle access. I don't support this, but if you DO go with this, consider implementing it all the way north to the river pathway system.



This recommendation is stupid as usual. Do you want a transportation space or a park? Fourteen Street is already overloaded especially at rush hour. This will be a disaster.

If more and more folks utilize the downtown in this manner, this is fantastic. However, I am of the persuasion the alternate plan may be a better fit for the now.

This is not my preference. This would create a small greenspace only a few hundred meters from the already established Shaw Millennium Park. I'm concerned it may turn into a drug/crime hotspot if it isn't maintained by City Staff or well lit. The train is noisy and I wouldn't want to sit under it.

This is the dumbest idea I've ever seen. It closes off a major route from Bow Trail to the Beltline.

Monster truck exhibitions to crush the bikes. Tickets would sell out. Please bring in Grave Digger

Lack of vehicle traffic will lead to safety and security problems with street people and drug dealers.

While I think cycle connection is important, I don't think people will treat an underpass as a destination park. I think having single vehicle lanes instead is a better use if this space.

As noted, bright lighting for the area under the overpass is key. Sound dampening could also be considered, so that the space is friendly even with a freight train overhead.

i am concerned about the loss of motor crossing. 14th Street is clogged, difficult to get onto from either side, 4th/5th Streets are busy and distant, leading to unnecessary circling around. Are people really going to want to sit under the tracks when the river is only a couple of blocks away?

not really, already amazing, make sure that there is a long light at both sides for pedestrians and bikes to keep going towards destinations

Small enclosed dog park might be nice for residents in the area

The cycling connectivity to the river pathway to the north is important, as is the relative lack of green space in the Beltline and west downtown.

Yes, traffic lanes, ridiculous. If you insist on ignoring the vast majority of taxpayers, who drive, add a guard shack as it will be colonized by riff raff in short order.

When I see a bureaucrat on the news say to the effect "...as we transition to a vehicle free future.." I am led to believe it's a slam dunk that this white elephant will be rammed through. I have to ask- Do the people who make these ridiculous ideas, either own a vehicle, or actually live in Calgary

To improve this plan, scrap it and leave the area alone.

Looks great, I can't think of anything.

Looks great!



Looks great. No changes needed. Car traffic will adjust and should not be a concern for this.

I really love this plan and I hope to see it implemented. My only concern is that it's fully accessible for all mobility levels, and that it be adequately cleared and protected in winter.

I think this plan supports the kind of delightful development our city needs.

Really cool idea. I would love to see something like this in Calgary. It could help link the Beltline to the river pathway system with safe walking and biking routes. Please make sure there is good lighting in the area at night. Maybe something like the light trees in Flyover park?

The city should model that it will not displace traffic into sunalta, or overburden other crossings where we may want to road diet to 3 lanes, like 8th street. The city should consider doing almost nothing.

Cutting off access to downtown and forcing more traffic to funnel through another entrance is not going to make things better. What parent is going to take their child to a below grade park in the downtown core? This will only become a home for the less fortunate.

No. This concept is amazing. This makes me so excited, and a development such as this would strongly influence my family's decision to stay in the community after we have a child later this year.

The current model is good, but having native wildflowers should also be a consideration.

Please make the wheeling lanes wider so that people can bike next to each other or pass people.

Add vehicle driving lanes. What happened to the street?

What a great concept! It would be nice to include it as a space for public bathrooms as well. One of the least attractive parts of underpasses downtown is they get used as latrines and can smell poor. Adding public bathrooms would address this need.

The less vehicle personal vehicle traffic downtown the better

Ensure accessibility and public realm features immediately on either side of the overpass. Possibly mechanized/assisted, but I'm not here to tell you how to do your job.

Do not do this. This is a terrible plan. This will no vehicle access on the west side of downtown. Get serious.

It's hard to recommend getting rid of car traffic because there are few streets that go to the Beltline from the north in this area. People who actually live in the area still have to get in! You're still designing everything for people going downtown via 9th ave, this will mean more traffic on 8 st

Please keep it lit at night!

I really like it. It would be cool to have some small retail spaces too for foot traffic, like ice cream stalls.



11 Street S.W. Underpass
Functional Planning Study: Explore Phase
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Love this plan! It will be a wonderful addition to the Beltline & widely used by families here. I would love to see more trees in this space!

I didn't have time to watch the whole YouTube video on project. My only thoughts is that vehicular traffic going through the underpass provides some additional level of safety for those who are walking and cycling. I don't know why this underpass would be different than 4th, 5th, center, Macleod.

I think it's a great idea.

This option is a waste of taxpayers' money. If no car lanes, then we don't need an underpass. It would be much cheaper and as practical to simply build two parks on either sides of track. Put benches, grass, trees, etc.

Scrap it altogether

If density in the Beltline and west village areas continues to increase, I don't understand how eliminating a point of access to various other travel corridors and essential services is going to help. This plan needs vehicle lanes added in both north and south directions.

I disagree with this plan. I don't see the need to close the street to cars. I see few pedestrians in the area and it would be detrimental to traffic. If the city does make this area closed to cars it should be closed to all vehicles including bikes or scooters as they are a hazard for pedestrians.

hard-earned space needs 2 be better used-winding path should take no more than 2-3 turns to be safer and utilize the space better. north/south should be different. too many hard turns making all these semi-circles spaces. use of slope for slide is fun. have an opening in rail tracks for light?

Safety of users should be the guiding criteria...sight lines open. Solar collector areas could be scouted out and seating established for those places.

Under no circumstances should vehicular traffic be removed completely from 11 ST SW.

Removing the driving lanes is a terrible idea. We aren't living in California. Most people do not want to travel by bicycle when conditions make such travel extremely uncomfortable and hazardous. I have lived in the Beltline for 28 years. I walk and cycle as much as possible. I still want to drive.

Scrape it - it will be a haven for drug deals and crime.

Remember that the Canadian Armed Forces have several units which parade out of Mewata Armoury, and which REQUIRE vehicular access to get supplies and personnel in and out of that building on a regular basis. How about getting rid of the CP rail line that goes through the middle of downtown?

save our money for something useful!!n Maybe not jacking up taxes!

THIS IS AMAZING. Improvements: 1. Sound mitigation, trains are incompatible with comfortable public space. 2. Adjacent private amenities are necessary, cafes coffee shops,



market stalls etc. 3. Public art. 4. Winter programming, integrated winter design 5. Beautiful 6. Open space for random play

No, it's fantastic.

Raised or separated bike path (similar to Riverwalk) to further avoid pedestrians straying into the bike lane and vice versa.

Considering safety, ensuring there is ample lighting so that during night time there are less areas criminal activity can take place and a means for pedestrians to reach Police for help such as a call box.

I think the recommended plan looks good. It has a combination of efficient active thru traffic and a great opportunity for placemaking

What a waste of money. So you will have to go all the way to 5th street to cross in to beltline? Plus you don't have the money. Please don't spend tax payers money you don't have

Definitely more plants, somewhere to lock up bikes, water fountain also to fill water bottles, lots of green friendly lighting preferably ones that look like trees, lots of small seating as to not have people sleeping on them, self powered mobile charging for your phone.

Make it available for automobile traffic. This is/was a road and it should remain so. You take away lanes on other streets for bike paths and you just keep making it more and more difficult/frustrating for cars. You want a vibrant downtown but you dont give anyone a reason to want to go downtown.

public art (overpass flat space), flowers, programmable space surface suitable for ground sitting (picnic, cycle & read..), public realm space should support the inclusive nature of this plan (no offices pls! rather, indy shops, cafes, mini calgary public library, soda shop, mini museum, pop ups,

For such a short segment of road, that is still actively used to my knowledge, the cost of this project seems to vastly outweigh the potential benefits. My biggest concern is water management. It was mentioned storm water management system will be used to, but how exactly will this be handled?

This is a good idea - I'm pleased to finally see a few more pedestrian spaces downtown.

Cancel itâ€ this plan should not proceed

In no way should The City consider implementing the Active Travel Modes Plan.

Currently those pedestrians using 11St SW level crossing are mostly people living in the area. This will make vehicle traffic flow very much heavier at 14 St and 8 St SW underpassesâ€ typically poor city design.

Portable bathrooms, including safe injection sites, evening patrol staff, sheltered picnic sites.

Make it for cars instead of the new homeless hangout.



Stop closing streets to vehicles. There are too many bike lanes. Giant miss by the CofC again

The plan should include all modes of travel including automobiles.

Completely abandon this idea. Vehicles still exist in the real world

I love the concept as it is. Very innovative and a real asset to the area and its residents.

More clear separation (eg curb and planted boulevard) between the pedestrian sidewalk and the wheeling lane

Open it to vehicle traffic. Further restricting vehicular traffic in and out of the downtown and beltline area in a city that spends most of the year covered in snow and ice is foolish

Greater connectivity and continuity of design elements and quality in relation to Shaw Millennium Park and along entire 11 St to the Bow River pathway - don't look at this in isolation. Consider impacts of increased vehicle traffic on WB and EB 11 and 10 Ave SW to access downtown and Bow Trail.

Public safety is a major concern, I like the idea for the underpass but there is concern with the downtown area become more and more unsafe. Also how will business be effected by vehicles not being able to easily access the area?

Cars. Unless the city plans to find another entry to the south side of the track, The City should create parks in the parking lots on either side of the tracks and cover the railroad. This would provide a safe north south corridor.

Needs space for cars, vital link coming off of 9th ave with no real alternatives

Is there a possibility of integrating an accessible & inclusive playground? This will further promote equity besides a wheeling lane.

https://www.accessibleplayground.net/?doing_wp_cron=1655831038.670762062072753906250
Lighting is really important- safety. Could support night strategies.

I like the safe space for biking, currently it's a bikers/family nightmare. Can you add in a safe biking connection north to the river pathway?

Yes, remove this plan from consideration. It is unbelievable that the City would consider spending a massive amount of money to build an underpass that excludes vehicle traffic.

This is absurd. A park by the train tracks really isn't appealing at all. Not much of a park so it will be primarily used for travel. Will increase congestion and more driving and CO2. Underpass MUST include vehicles. Important egress for me in Connaught. Plenty of park space minutes away by foot.

This looks amazing! Next up: make 17th Ave SW between 14th St and MacLeod walking and active mode only.

The city should sincerely evaluate the anti-car bias that seems to manifest itself in these plans. The only way these anti-car plans can make any economic sense whatsoever is by assigning zero value to commuters time spent in traffic. People's time is worth something.



It is a really really great solution and I hope it is the end result of all this.

Love it! Is there potential for flooding and how is that mitigated?

i dont think cutting off one of the few passes under the trains for vehicles is a great idea.

No. Love this!

Why spend all this money on greenery and such for the area to be destroyed? Just build something low budget that allows for pedestrians on foot or wheels to avoid having to wait for the train to pass.

This is ridiculous. The 8th St Underpass is terrible to drive through, access around it is terrible for vehicles and pedestrians with small sidewalks on surrounding streets. It's constantly unsafe and dirty.

This is beautiful. I can't even believe Calgary is considering this plan. So forward thinking, the automobile has dominated this city for too long. Please for our grandchildren get this done.

No; this is an excellent plan that will benefit everyone.

don't support this plan. There should be continued vehicle traffic. It provides good access into the area from 9th Avenue/Bow Trail. Winter tends to be quite long in Calgary, the conversion of 11th Street to pedestrian only would be an unused area. Possibly taken over by vagrants and drug users.

It's a very fine and well-thought-out proposal already. Remember how the motor lobby moaned and complained about the 8th ave mall, and 7th ave LRT route? We don't need another car-clogged underpass, but a bike-friendly urban park is something new and cool. Test it out and maybe they'll catch on!

Why make traffic worse? Get rid of extra pedestrian space and unused bicycle lanes. This is a waste of money

This is wonderful. Visionary. Excellent.

This is a fantastic plan, and I'm very excited to see it implemented. I live in Sunalta and already use 11th street frequently for biking with my kids. This would be a massive improvement in quality and safety. The only change I would make is to implement this plan as quickly as possible.

cost, and long-term viability. This is currently an industrial park; don't know of anywhere in any city (except really crowded ones like London/Tokyo) where something this close to frequently-used train tracks becomes a popular destination. (continued below)

Please please pick number one

Please keep the active modes approach. Who wants to live in a city that had the opportunity to incorporate a slide into an underpass, and didn't? Nobody, that's who! Ensure excellent lighting and sight lines for safety.



No, it is perfect!

LOVE this plan - we need far more spaces designed for people in the core and adjacent areas. Would love to see this extend and connect to other active travel corridors. It would also be great to see restaurant spaces opened along the corridors with patios that flank the space.

how is the underpass going to be attractive to use at night? what will make it safe for a lone woman to use at 2 am?

I would recommend incorporating some sound attenuation barriers as part of the rail bridge to decrease the noise down at the play areas/walking paths. A rail theme to the plaza space would provide a nice connection to the rail lines above and the history of the space.

No I love it! Hope it goes through!

Keep it to vehicular traffic only. There are other areas to build playgrounds and parks.

The recommendation is to have zero car traffic? Have you been in the area? It removes the only option to get into the Beltline from 9th Ave until 5th Street. I don't think this will be popular.

This plan discriminates against many people who live in the West End of downtown who regularly take their car to do shopping in the beltline.

Consider also converting the 9 AVE to 6 AVE 11 ST corridor to active mode transport as well. Ideally with bridges over 6 and 9 AVE. It would be great to have an unimpeded path all the way to the river. If the underpass is no longer available to cars, the usage of the corridor will drop significantly

Let there be cars!

1st, forget this idea. You need to abandon this entirely. A Park?! Seriously, who's going to play here in the winter? Dead space. But, I guess it'll be good for the drug use and homeless!

Don't further congested vehicle traffic

I have lived in Scarboro for over 20 years now. We absolutely need vehicle access across that intersection. It is very competitive with the extra density and ever higher volume of additional vehicles. I use that intersection both directions often. Please allow at least 2 lanes for vehicles.

Making active space and not have cars using every city block is a significant improvement. Please don't listen to the winter argument, check out Finland's bike and walking paths in the winter. People use them. Don't listen to people who haven't done their research before making the default response.

Include road way, there's few routes into downtown, under railway makes sense a park on a road does not, keep the road

Yes, Consider this a bad idea! The proposal states that Emergency services access and vehicle traffic are a less priority. Think long-term, 50 years, when the entire surrounding area is filled with condos and offices. emergency vehicles and A.I. EV vehicles will use this underpass.



I really think that the city of Calgary should be more walkable and let the people use the spaces rather than cars. I really support this initiative that puts people first rather than cars. Tons of Cities have done this with great results, please do the same for our city

Environmental development should be central to the underpass. A continuous green park plan would be interesting as a connection between the closeby walkways of prince's island park. However, the Active Travel Modes Underpass seems to be the better option.

Will it feel safe at night?

Ridiculous plan! There is VERY LITTLE pedestrian traffic in this area compared to vehicle traffic!! NO way to get to 14 street from Bow Trail E & the 8 street access is NOT set up to handle the increase of vehicles forced here. Who's responsible for this terrible idea?? NOT a business owner!

The impact on businesses in that area. If closure is implemented, it will destroy every business in the Beltline and surrounding areas. And we are one of those businesses. Business closures result in lost jobs, by the hundreds or thousands. The economic impact would be catastrophic! [omitted].

This plan should not even be considered. This is a major vehicle artery and should remain so with alterations. Like it or not vehicle traffic is increasing in the city so please don't restrict the flow.

It would be a very poor decision. To not have at least one lane of traffic each way. That would still leave more than enough room for pedestrians & cyclists. Businesses in the area would benefit if their customers & supply vehicles have easier access. Please think wisely about total impacts.

Scary when dark wouldn't want my wife or daughter to walk through this version at night. You already have a functional, safe underpass being used on 5th St. Use this same design for 10th St The green space will attract homeless people to hang out there making it unsafe and scary to use when it's dark

Yes, get rid of it, this is ridiculous.

This underpass MUST BE FOR ALL TRAVEL MODES!! By eliminating vehicular traffic you will create MORE PROBLEMS for vehicle traffic that already is difficult North and South bound access all along 9th Avenue! A park would get little use on cold winter days! IT MUST be designed for vehicles as well!!!

It's pretty & cool n all, but it just forces more traffic onto roads that are already too congested to function. Please remain mindful: a sizable portion of Calgarians are unable to be "active." Particularly in that area of town. This is an ableist plan. Ramps are of no use for 8 mos of the year.

Do not spend a single dollar on this plan. This is a solution looking for a problem. You might as well just dig up the road, put up some fences and plant some grass for all the value this brings.



Yes, scrap the plan. I saw no mention of the accident history. Probably very low frequency. I also saw no indication of cost. These should be factors to consider prior to recommending doing anything. Eliminating road access will increase congestion, particularly during peak traffic hours.

I live a few blocks from here and strongly oppose this option. It is important for this neighbourhood to maintain the ability for people to walk/bike/drive. Quality cities provide transportation options, not try to force people into their ideology. This road is wide enough to have it all.

Accessibility is highlighted for wheelchair users but what materials are used and which spaces are actually accessible and comfortable to use as grading guidelines aren't truly accessible. How will visitors who don't live in the area be able to access w/o driving who are in further communities?

Great! Another place for the drug dealers, addicts, and criminals to deface and ruin.

Consider that Calgary is a winter city. Pedestrian use decreases in the winter and cycling use reduces even more. Vehicle access is paramount to keeping people moving through and within downtown. Vehicle access must be accommodated.

Please do not eliminate vehicle access.

My recommendation is not use this plan. So few roads in and out of the core. How many people would actually use this in the winter. I think tax payer money can be spent better elsewhere

Not go through with it, we have Millennium park kitty corner to this development. We allow developers to build without restrictions in the area. Maybe make them use some of there land as green space when they want to add another 50 floor tower.

this is ridiculous, leave it open to cars, your bike paths are barely used in the winter, this is not an area for a playground, it will sit unused. It is a road use it as such. Quit trying to stop traffic every where.

Consider the Calgary seasons. Blocking this key route and only allowing pedestrian and bikes is not a good choice. Walk around Calgary downtown in the winter. Not fun! You need a covered vehicle.

Scrap this plan and keep vehicle access. Better options would be to focus any park improvements on Millennium Park, which is already a destination park area close by

This is absolutely insane. Winter exists in Calgary, which means most people don't walk or bike to work. It is discriminatory to remove the roads for people who don't have good transit access and need to drive to work. Calgary still needs roads.

Just STOP with the "impeding motor vehicle traffic" initiatives! This city REQUIRES citizens to use vehicles - personal or public - due to weather and our urban sprawl. Keep the cars, enable foot traffic, and we're done. Stop agenda-based designs and focus on the problem you're trying to solve!



11 Street S.W. Underpass
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Yes - do not consider this option. As a long term Beltline resident, the reality is this will attract street people, drug activity, crime and squatters. This will produce an unsafe environment for all! Also, diverting 11st SW traffic to 8th St SW will create major congestion to an already busy road.

This plan needs to be disregarded completely. The 11 ave traffic crossing is vital to those of us in Sunalta/Beltline to access the western part of downtown without driving an extra few KM's due to the one way traffic limitations. This will add to MORE traffic gridlock in Sunalta & the Beltline.

Keep the do-nothing option for public review including when the price tag is shared.

Stop considering such a plan. This is ridiculous to remove a vehicle corridor. Getting across tracks to beltline requires travelling multiple more blocks and an awkward left turn via the 8st underpass, and no ability to come the other direction from beltline into downtown that way onto 9th ave.

Scrap this completely. Vehicle access on 11 St is a priority.

Combining two-way bicycle traffic onto one side rather than opposite sides or make it clearer which direction traffic should flow. At the 4 St SE underpass, scooters especially often go the wrong way. Barriers between bike lane and pedestrians also work.

-Acoustic dampening, for noise from trains and car traffic on either end -crossing points into center space for peds from sidewalk across wheeling lanes > Rolled curb? How is conflict to be mitigated? Swap sides? Consolidate wheeling lanes? Set-backs from center activity. Multi-level seating good!

Wondering if a 3.0m multi-use pathway is the right framing, it seems more like a promenade connecting the programable space within the middle of the underpass. If the bike lanes and sidewalks were consolidated to one side of the space, and then branch before the intersections it would free up space

I agree with making non-vehicle travel easier but the all modes plan should be the recommended plan. Diverting traffic to 14 and 8 streets is not a good idea. They are already congested and adding more traffic to them will make it worse. I don't see people using benches/play areas in that space.

Taking away the vehicle access will be a detriment for motorists and will make the 14 st underpass even more congested. This quasi-park proposal with trees and nooks and crannies will be inviting to the homeless to loiter and set up their tents making the area unsafe for pedestrians and cyclists.

With the amount of construction that is happening in the downtown core, this would be a bad thing to add an underpass just for bikes and pedestrians as this is a route for that is used to get heavy equipment into the downtown core with certain bridges being banned and height of the plus 15's.

This is a terrible idea, we need this intersection to be vehicle accessible. I live one block away, I am adamantly opposed to this.



This is a huge waste of money for a city that only has a few months, if that, to use this & the other cycle lanes. Cyclists can use the very underused sidewalks.

Do not proceed without addressing major traffic issues along 14th at SW first.

Consider the need for drainage of a park 15+ feet below grade space could be challenge to use between april-july. Dont remove vehicle traffic

Vehicles absolutely need to be included. This is so much worse than just leaving it as is.

Create a bylaw to eliminate winter and rainy days so the underpass will always look this inviting

Consider sound dampening methods at the track level in order to reduce noise for people enjoying the park. Large freight trains with multiple engines can be quite loud.

This option please! Please include at least a few evergreen trees, bushes, etc. so that the space can retain some natural greenery through the long winter months. Having a boulder for urban bouldering would be a great addition. Bike racks are also critical to making this a success

11th is a key connection to grocery stores, restaurants, commercial amenities, apartment buildings, and offices; therefore, this plan would not help shoppers if they do not have car access to load groceries etc. To be diverted to another street would cause future congestion problems on that route.

This is a horrible idea. Vehicular traffic must be accommodated on 11th St and especially to connect 9th and 10th Avenues across the CP rail. There are few enough north-south connections already.

You are constantly hindering the motoring public with features that are unused like the Bowness road bike path. The plan is much more attractive with a vehicle through fare maintained.

This should NOT be considered. We live in a city with a hard winter and cycling and pedestrian traffic is not something we should be building a underpass for.

The city already has congestion issues in and around the core. Removing vehicle access cuts off downtown to the Beltline and will make traffic congestion worse. Also, what about the flooding issues and the fact that every underpass is already used as an injection site for drug addicts.

Do NOT exclude vehicle traffic... stop virtue signalling and impeding growth. Think we are [omitted] and don't know why the wheelchair in the pics to influence us? ... what's next ... showing a car mowing a wheelchair down ? You are developing our CITY not your national park.

Allow vehicle traffic. Closing off 11th will just push that traffic into other areas like squeezing a tube of toothpaste with the cap on. Why spend millions on an underpass for "active travel"? Just block off vehicle traffic with low cost barrier if you want to continue the "war against the car"

This could be improved by allowing cars too! This is a vital crossing for the west end of downtown and it would be plain stupid to disallow the most common form of transportation.



Look at the population of the City of Calgary, there will always be more vehicles than pedestrian traffic stop catering to the lesser.

Consider the extra traffic this will cause on the surrounding roads. As traffic tries to get to and off of 9th Avenue.

Allow for cars.

Implement the all mode plan!

With all covid protection removed, more people may choose to drive instead of taking public transit. We can't afford to lose this crossing location - literally I would have to fight through the 8th st traffic N > 4th ave west > 7th st south > 5th east to get to work!

There is no vehicle traffic which will result in total inconvenience for business and transportation bottlenecks at other crossings. The need for active travel (foot/bicycle) is not warranted given the weather we face in Alberta. The recommended plan is not viable.

Create an underpass for both cars and pedestrians. I've been stuck at that intersection and have been late for meetings and appointments. I was shocked to see how many pedestrians were forced to line up and wait as well.

Funding and implementation as soon as possible

Why cut off travel by car? This isn't a summer city, winter isn't a huge cycling and walking season. Ridiculous.

Keep vehicle, bike and pedestrian due to our long and unpredictable Calgary weather. Bikes will not access in -30 and snow conditions

Include vehicular traffic. If vehicles are banned, they will simply deviate to other accesses, creating new problems.

Blocking cars from 11th Street is insane!

This active transport mode plan will result in more criminal and undesirable activity, by inviting shady dealings to an area purposely less visible from the public and somewhat protected from the elements. I, a retired senior, would be terrified to walk through here to get my groceries.

Add an option for vehicle traffic. Doesn't need to be more than a couple lanes, but it needs to be something.

Yes. Add vehicle access. You can put a park elsewhere. There are limited crossing options for cars.

Do not divert vehicular traffic.

I have mobility challenges and am unable to use stairs. Is the centre section only accessible by stairs? If so, many people will be unable to use the centre area. More benches are needed to accommodate people who walk short distances & need to sit. Some conditions are angina or coronary vasospasm.



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The plan needs to include vehicle travel, this is a very important route for drivers, and connection between people who live in the Beltline and being able to drive to a major East/West connector to downtown - 9 Av SW. I live in the Beltline and take this route daily.

This is a horrible plan as this is a major route for many to access the downtown area via vehicle. It's already hard enough to get around the downtown, but this would choke the downtown even further and be an absolute waste of tax payer money. Just leave it alone!

Don't do this plan- make it for vehicles as well

This is an important intersection for residents living in the area to access amenities. Not allowing cars is not right, everyone has a choice in the mode of transportation used, and should have the same ability to access.

Maintain vehicle access, there are not many roads connecting the north and south downtown areas, winter months are long, the playground and pedestrian use area would be used less wasting its potential as an access road for vehicles

How will people who are entering the downtown along 9th Avenue be able to get to Kerby Centre? Will some one ways be modified? 11th Street is my choice for going to two of my friends in downtown apartments, and also to the Harry Hayes Building. How???

The only thing I would add is just to demarcate the biking/walking lanes when the plans are fully fleshed out. Those two modes of transportation are going to be very important in the future and you guys are on the right track. Otherwise, this is all very great planning so far. Keep it up :)

The City should consider WINTER as well as the fact that most people in the City drive. I live in Sunnyside and walk or cycle when going close distances however I use my car much more in the winter. 14th St and 8th St are already busy, diverting traffic to those streets is non-sensical.

This plan seems likely the transient population would live here and provides an ideal space for fostering criminal activity. Lighting and cctv may help mitigate this. Provide a sound barrier or reduce train speed. I don't think people would want to use the space with loud trains traveling through

Building a park in an underpass is actively inviting drug usage to the area. See the nearby Sunalta LRT for real world implications in this area.

The recommended plan should include access for vehicle traffic. The Calgary climate is NOT practical for a non-vehicle access alternative

Add roads for motor vehicle traffic and stop pretending Calgary is California. We have 4 seasons and the winter season lasts half the year!

Work with a really great landscape architecture firm to make the space more than just a park and pathway but an attractive destination for the city.

Add a lane for cars



Guys this is a major intersection into and out of downtown, it needs to be for cars. Give some money to upgrade the green spaces behind mewata and throw in a seperate bike lane, but, it's gotta be for cars

Very much in favour of no vehicle access! Like the ability to attract social interaction, helping to make downtown more vibrant and safer.

Abandon it. We need vehicle lanes

Calgary has 6 or more months of winter and walk & bike paths would not be used as much. Where cars can share the space.

This is absolutely ridiculous. Try cycling or walking to work during the -40C cold snaps like the one that lasted 3 weeks in December 2021 - Jan 2022. Calgary isn't Copenhagen.

I love the Recommended Plan- Active Travel. I live along 11th street, bike, walk and drive. While I will on occasion miss driving down 11th street the excitement I feel for the active travel/ park space greatly outweighs the inability to drive. Build it!

How about the coming grey tsunami of aging residents who will never bike or walk, those who have no need to socialize, mingle, to go outside in winter, or engage with public art? Underpasses are scary things to traverse no matter how much pretty lighting there is. Old people want to drive.

2) Is there anything The City should consider in order to improve the Alternate Plan - All Travel Modes Underpass?

Please make sure the cycle/wheeling lane is wide enough!

No, it's perfect. Limit traffic to single lane each way but expand other travel modes.

Live in the area and those who say first responders don't use this rail crossing are misinformed. Maintaining vehicular traffic on this stretch will shorten response times for first responders especially if the road will not be blocked by trains.

This is the plan to go with. Despite your nonstop attempts to get people out of their vehicles the end result will be a huge backlash against council /city administration. Hopefully saner heads will advocate for a plan people have been wanting for decades. That plan involves and focuses on vehicles.

plan should have implemented decades ago, provided it allows adequate space for bus traffic, emergency & police & of course maximum security for day & nighttime travel for all especially including children & physically challenged - 11th st is only crossing from 14th to 5th, 8th being unsafe, useless

This should be the preferred plan. Cars need a way to access the Beltline entering from the west end. Plan should be sure to not include steep inclines as cars will have trouble going up in the winter.



As much green as possible, with the minimum space for vehicles.

The depth of vehicle traffic might flood. Other wise nothing stands out .

Should be 4 lanes anticipating future growth & development in the area. The design could be more organic & interesting, inviting while still accommodating all modes of transport. An effort in the design could improve at grade landscaping to tie in the existing Millenium pk, Mewata & Contemp Cal.

this meets the practical objectives of traffic flow, which do matter, in addition to walking and cycling... if you did the other option, the emergency vehicles couldn't cross either, so why not make it less deep for regular traffic... (also - give us enough space to ACTUALLY COMMENT!!)

I think this option is the best for all modes of travel and allows for community interaction in a safe manner.

Far better & more realistic plan as allows vehicle access from western part of City. Forcing vehicles from Bow Trail via 10th Ave SW, 14th St SW & 8th St SW will create unwanted congestion & given theses routes are tortuous the increased risk of accidents.

Ensure sidewalk and bike lanes are enough width that multiple people can comfortably walk/run beside each other without impeding other pedestrians.

Lighting for underpass & stairs at night. Drainage for water in vehicle level. Minimizing the use of paint in the middle of bicycle lane due since it can be slippery when wet.

Yeah, take the cars away from it.

The alternate plan seems to go against the main intents as it would have the opposite effect to revitalization by creating a less pedestrian friendly environment by separating the roadway from the street environment making crossings and connectivity less desirable.

The retaining wall is going to have to be REALLY high to prevent things from being thrown into the driving lanes.

Even the more reasonable proposal the City can't get right! There needs to be 2 lanes in each direction. All of the green areas are NOT required.

Reduce the size of sidewalks to allow two lanes of traffic in each direction.

This is not a good alternative. Certain streets/ avenues in the downtown core need to be given over to green space and pedestrians. Would reduce the heat islands of downtown and give the residence room to breathe/ walk/ cycle/ enjoy connection to the outdoors/ encourage drivers to leave cars at home

The stepped design feels (as indeed it is) like it prioritizes cars; the stepped design down to this rushing street doesn't appear very friendly. Frankly, if the area around it is meant to be peaceful place, I'd rather not see the cars at all.

This plan has much more merit than the recommended plan. There appears to be adequate space for pedestrians and cyclists, while retaining the link between downtown and the beltline.



Remove the driving lanes. There are plenty of alternate routes for motor vehicles already in this area of the city.

I don't think this plan would be good for locals as it adds no real usable green space or place to gather. There are plenty of other ways (8st and 14st) for vehicles to get downtown or into Beltline nearby.

I really like this one, it allows for drivers and bike lanes + nice greenery. I think this is by far the better option. No suggestions - I think it's wonderful. I just hope you plan to have it well lit :)

My preference is the recommended plan. That said, I don't have any suggestions to improve the alternate plan. I appreciate in the emphasis on people-centric space and safety features.

My preferred approach. Limited throughput but some. Maintains trees and all types of travel mode

This is so much worse. Unnecessary to allow auto traffic at all.

Remove the car lanes, there are plenty of all travel mode underpasses already.

There's no need to add vehicle lanes here. Avoid this option at all cost, it will only further degrade downtown

Adding retail so that there's a reason for the outdoor seating to exist.

Allowing motor vehicle access would be disappointing. More than enough land downtown is already dedicated to cars. At the very least fully separated bike/pedestrian lanes (as pictured) must be included.

This seems like it would substantially increase traffic volume in the area, and traffic noise is already pretty bad in the Downtown West End residential units.

Minimize the vehicle space, maximize the green space :-)

The alternate plan could be improved by removing the driving lanes and adding more public space.

If it's not possible to go with the "active modes" plan, I'd like to see public transit prioritized somehow in this plan. Having a convenient connection between Downtown West End and 17th Ave would be really helpful when the weather makes walking difficult.

If the car lane sees more traffic than public transit + bike lanes, it means gas is too cheap.

No cars please

Do not use this model, it terrifies me as a woman to walk thru these even if the blue help buttons.

I'm happy with the all travel mode alternate plan

I would prefer the Alternate Plan - All Travel Modes. Not allowing any vehicular traffic would put more strain on the other underpasses in the area. And if one of the other underpasses should



become blocked for some reason, even for a short time, like an accident, it could lead to gridlock.

not having cars

Not a good plan as it will cause more congestion and noise from the vehicles.

Yes

no cars

We need to ensure that pedestrian access through this corridor remain open for the entire period of construction since this is major access to the C-Train station.

Get rid of cars and traffic. Give this area to pedestrians, bikers--anyone not in a car!

The cost of providing motor vehicle travel is not justified. The active travel modes is the superior options.

No

This may allow for the anti-cycle people to be convinced. don't cobe in to the car-only voices.

I do not support this plan.

Active enforcement of a ban on right-hand turns on red lights would be needed as folks will go right into the crosswalk/bike lane without looking

Not do it

don't do it. Embrace active transportation as a key part of the city's climate emergency declaration.

This is not suitable for the area, as I previously said. In hindsight, this will generate a massive traffic problem and will only serve to create backlogs along the avenues as turning lanes pile up. Noise, traffic, idle cars, this is not the future of cities we should build towards.

This feels suitable for the area and allows for increased traffic in the area as new high rises are built.

Even the second choice/alternative should be car-free.

[omitted] the bushes, it's for cars. Spend your own [omitted] money.

On a bike, when using this to get to get to the river, you either have to ride on the sidewalk in shaw millenium park (not good), or take the unclear (for bikes) intersection for 11th st and 6th ave. (you bike on the right hand side, and then have to get to the left hand side to cross bow trail).

Not do it lol. No more cars. There's 100s of other routes for cars, they make the city loud enough. Cars don't add to the community and don't encourage people to be active.



Accommodation for future development and integration with associated private lots, including foliage.

Hey! Sanity!??

Single lane (and single direction) traffic with angled parking given limited on-street parking in the area.

This should be the only considered plan, and the number of vehicle lanes should increase, or traffic light patterns need to be adjusted. I have submitted requests through 311 to no avail, but a car trying to make a left hand turn (off of 11 St onto 10 or 11 Ave creates a majorly backup and delay.

Please no. Fewer cars is a good thing.

11 st should underpass CP & 9ave (like 8 street underpass)

Remove car traffic, make Calgary a more pedestrian/active modes-friendly city in the face of climate emergency.

Keep the shrubs low so bikers can anticipate people jumping or crossing into the bike lane.

Remove the car travel lanes.

I worry that the road noise will make this an unpleasant area (much like the other downtown underpasses)

No. Must not restrict car travel.

I do not like this plan. Already too many cars in Calgary and there are alternate routes around this area. Please leave it for pedestrians and cyclists.

Please go with this route.

Remove the cars.

Make it active modes only.

This makes much more sense and would result in less traffic on already busy 14st.

Install architectural elements that will prevent vagrants and addicts from congregating here

I think you should eliminate the vehicles there. It's pretty but it's not entirely worth it.

This is the only sensible option.

Discard this concept. Take the leap to a car free underpass. Do it. Be the urbanist you dreamed of in planning school.

Needs barrier between bikes/vehicles right up to the intersections (like bike lanes on 12ave) to prevent cars moving into bike lanes to turn. Sidewalks don't look wide enough to accommodate volume - this is a heavily used walking corridor to connect to transit, river, groceries, etc.



- Separated bicycle lanes
- Well lit environment

It's a good compromise as there needs to be vehicular access to cross the rail line between 14th and 8th. Not clear how winter events would be handled. The slopes imply snow build up which would present a melt and refreeze of run off on side walks etc.

Be brave, don't include cars.

Make this the recommended plan. You cited a study saying this was the least used crossing downtown. Well, yes, obviously. The others are underpasses and this one has a train crossing. An underpass is welcome, but it needs to include motor vehicles.

So much of our city is given to cars. This sort of traffic should use the 99% of access points already existing for cars.

noise/sound concerns from vehicular traffic will be amplified. attenuation may be needed

Would like to see vehicle access removed. Create a pedestrian and bicycle under pass with green park space.

No. This plan looks perfect.

Please don't do this, this area already has issues with being pedestrian friendly and adding the vehicle lanes would just add to the pain.

it looks good as it is, cyclists and pedestrians have separate paths and cars have a separate path.

More room for cars.

Creating a dynamic and beautiful space that still has all modes would still see this underpass be more innovative than others downtown. Consult with local artists and creatives to push the boundary of what is possible with the space! Rumble House is in the area, as well as Contemporary Calgary.

Extension of the active travel modes over or under 9th. Avenue to the north to avoid stopping at the traffic lights on 9th. Avenue.

This one seems much better to me. As long as you take into account rain drainage, I think its fine.

Work to mitigate additional train generated noise, and provide aesthetically pleasing natural elements

If traffic is reduced to single lane consider a change at 6th ave to avoid traffic back up all the way to 10th. Most cars going north on 11th st turn left on 6th.. If the pedestrians were required to cross 6th ave on the east side more cars could clear on each light . safer, less pollution



This plan should be the recommended plan, vehicular traffic MUST be included and ensure that vehicle traffic flow is optimized.

Ensure vehicle lanes are not too narrow, some other underpasses are uncomfortably narrow. Do not add bicycle-only lanes, bicycles can use regular lanes just fine. Ensure pedestrian areas are well lit with lights that won't burn out within a year like some others

Just ensure this plan never happens!

USE THIS PLAN!! We need to have driveable rail crossings!

-minimize adverse effects of ROW widening and grade changes (on 11th and 9th) to adjacent properties, especially with a much lower 11th Street compared to the Recommended option which effectively has an adverse effect to adjacent properties

This is better.

Like the active modes of travel better.

This is a good plan.

Looks great.

I like this plan. If it can be lit like the underpass of 5th St and 9ave, I would feel safer compared to the underpass at 8 st and 9ave

Keep slope up for cars as level as possible

I like this alternate plan but please do the park option instead. Anything to decrease car-centric design in our neighbourhood.

Remove bike lanes

Why make things more complicated than they need to be. Just build overpass between 9 Ave & 10 Ave

If the city is serious about "Revitalizing" the downtown, then you can restrict access by removing access by vehicular traffic. The more difficult you make it for me to drive into the downtown core, the less often I will consider that option and just stay in the suburbs.

Do everything possible to NOT use this plan.

It is highly encouraged to remove the "programmable space" under the underpass. The financial justification to build a new bridge over a proposed park is not fiscally responsible-If this was retrofit of an existing underpass it's fine. Build the overpass only over the bike/ped to save costs.

I believe this is a much better plan than the recommended one, this plan leaves the balance of both vehicular and pedestrian traffic to be able to utilize it and would not cause any major side effects in future growth



This is a HUGE waste of money at the best of times and not what taxpayers want or need.
Dump this stupid plan - all options.

Remove vehicles

This is a less desirable alternative. Consideration should be given to improve the active mode access to the underpass. Flood mitigation of storm water runoff needs to be managed.

I like the balanced approach of this plan.

This looks well thought out and effective. The tightness of two lanes each way is alleviated without removing another travelable area of downtown.

This is my strong preference as I frequently take 11 Street SW to get to stores such as the COOP grocery store. This Alternate Plan improvement would maintain and improve access for residents of the western end of downtown to the beltline.

All travel modes underpass is required or do not make any changes.

Remove the bike patches

I believe that this is the better plan. It supports all modes of transportation, including for future transit routes.

The best improvement we can make to the area is the absence of motor vehicles!

looks good. large buildings will cast big shadows.

scrap it

Pretty bleak. Could use some shrubbery or something on the centre boulevard

While understandable, the lack of green space / park space with this plan makes it less desirable than the recommended active modes plan.

Yes, make it 3-4 traffic lanes, you people are crazy.

What makes you think ANYONE wants to hang around a busy, noisy, stinking CP rail mainline? When a train goes by, you can't hear squat. Just make it like the 5th street one bandstop building monuments to yourselves.

Yes, more lanes for vehicles.

Continues/worsens (due to bikes only being visible to cars at last minute) major safety issue: when biking north on 11 St from rail crossing, impatient cars turning right onto 9 Ave often cut bikes off. Suggest at least adding physical barrier e.g. at least bollards where wheeling lane rejoins road.

Looks great!

This is not needed. There are already roads that can handle the car traffic. Remove car traffic from this design.



It looks like a standard Calgary road design, and by this I mean not nearly enough room for active travelers. I'd be so disappointed if this was chosen.

Please make sure the bike lane is wide enough for people to pass or ride side-by-side. Especially because it is so close to a school and Shaw Millennium park. Lots of kids and teenagers around, and it should be safe for them.

Narrower traffic lanes. Only two traffic lanes. All lanes on east or west side to allow an 'active mode' on the other half. more columns to reduce costs.

The travel lanes could be reduced from 3 to 2 and the pathways widened.

The city will need to ensure that the bike lanes are cleaned as often as the streets are.

Please make the wheeling lanes wider so that people can bike next to each other or pass people.

n/a

Opportunities for commerce and other programming.

This should be the recommended plan.

It's actually really hard to get young bikers downtown; one less road would help.

The active transport plan is superior

There should be room for cars to go this way as I see a lot of cars going this way during morning and afternoon rush hours. Cutting it off would put more strain on the other routes out of downtown.

Wider sidewalk would be great if this plan moves ahead.

This is the only viable option if an underpass is built. Car lanes are an absolute requirement in order to avoid choking up the too few underpasses in downtown.

No

This plan makes a lot of sense. I don't think anything needs to be improved.

normally im all for pedes. only/public space, but prefer keeping car traffic here as city is already very strangely cut up by rail in the middle. instead improve public/green space elsewhere. instead, tighten the car lanes, make sure the rest of the public spaces on two sides are good.

Reduced speeds through this area?

This all modes plan is the better option.

Has the city considered leaving the intersection as it is? I live here and it works. Sometimes one has to wait for a train but so what? How is it that the city seems to have unlimited money to waste on unnecessary projects such as this one?



This should be the preferred option; we need vehicle access between north and south of the tracks in this area. Focus on more lights and security.

Consider how that will affect the functionality of the military operations out of Mewata and their vehicles which need to get in and out.

all I can say is I love the plan proposed for the 11 st underpass!!

This would be significantly improved if vehicle lanes were replaced with permanent street hockey, homemade bike and skateboard ramps, space for neighborhood kids to rollerblade, play catch, run, play tag.

Remove car traffic.

While Providing easy access to commuters should be considered, this option should not be considered. There are alternatives drivers can take to reach a destination that this route would provide.

It is jarring to see in the drawing how much more is needed to accommodate motor traffic. I dont know of improvements, but the recommended plan is by far preferred

do nothing leave as it currently is

Yes no cars, if there has to be cars, put trees and bushes between the bicycle lane and the road wider make it fee less cold with all the pavement/concrete. It would be nice if you could cross over without waiting for the lights maybe closer to the train bridge, have pedestrian bridge.

Con't from #1. You make it hard to get around, you have sky high parking rates. If you live near a C-Train station that may be a solution but if you have to drive any distance then parking is sometimes an issue. You downsized several of the C-Train parking lots, brilliant. If you job is to chase

For such a short segment of road, that is still actively used to my knowledge, the cost of this project seems to vastly outweigh the potential benefits. My biggest concern is water management. It was mentioned storm water management system will be used to, but how exactly will this be handled?

This should become the recommended plan

The City should consider making the 11th Street underpass the same as the other underpasses off of 9th Avenue. There is no need to make it as wide as is shown on the above picture.

Portable bathrooms, including safe injection sites, evening patrol staff, sheltered picnic sites.

Remove the bike lanes. those who ride don't use them and ride on the road with cars anyway.

The CofC had congested enough roads with bike lanes that aren't utilized. Please stop this insanity in a cold and snowy city

This should be the recommended plan. All Calgarians should be considered when making transportation decisions, not just pedestrians and bikes.



Add more than 2 vehicle lanes

As long as the other railway underpasses can handle the vehicular traffic, then I am opposed to the alternative plan with all modes access.

Safety for pedestrians in order to prevent crimes in the area. I would prefer this plan as it allows vehicle access for business and residents in the area.

Much better.

Plan 2 should be the recommended plan, there is a lot of traffic coming off of 9th ave to 11 street south. By blocking this off it will push traffic onto 12th ave which is much more residential than 9th ave to access this area creating a safety issue.

The retaining wall and the biking lane will make it safer for pedestrian for sure, but this does not look like an attractive street and place to be for pedestrians. Maybe painting the sidewalk under the rail to add liveliness.

I like the safe space for biking, currently it's a bikers/family nightmare. Can you add in a safe biking connection north to the river pathway?

Yes, this should not be an alternate plan but the primary one. It makes no sense to spend a massive amount of money on an underpass that excludes vehicle traffic.

Make this plan the recommended plan

An important thing to consider is that cities with less cars are more enjoyable, in my opinion. So not a fan of another street.

Um - don't use the alternate plan? Clearly the preference is for no vehicles so why consider it as an option. Terry Wong will want cars when it comes to a council decision so don't give him a choice please.

the active travel mode is fun, maybe for a city not cut in half by trains, with unreliable escape points. perhaps some inclusion of SOME of those other features.

It would be nice to include something for the vehicles as well but they have the ability of turning around and going around, while pedestrians don't.

Traffic is constantly clogged at this location as a result of the C-train and Kerby station. The amount of backup from CPR trains is far less.

This plan is terrible but I'm sure the car people will like it.

Support this plan.

Nah, we don't need another car-clogged underpass, even if it does have bike lanes.

Much better idea. Support multiple travel types

I do not support this.



The alternate plan is disappointing. The alternate plan needs to remove vehicle lanes entirely. This plan doesn't provide the amenities for residents. This plan needs to add green space and recreation space for residents in the area.

as above, plus: Yes, a bike & pedestrian-friendly bypass is needed, but a simple cyclable overpass would be enough. HOWEVER, if this the first part of a general 11st river to 17th ave revitalization, maybe it's worth a try....

Make it look like option 1

No slide = no go. Ensure excellent lighting and sight lines for safety.

Don't do it.

I like that there are only two car travel lanes. Having separation between the wheeling and walking lanes will improve safety. It's a good alternative but would much rather see this become an active corridor.

yeah! take the cars out

Slowing the speed limit to 30 km/h or even 20 km/h would provide a calmer experience for pedestrians, bicyclists, and users of the patio areas on either side of the right-of-way.

Yes it's too steep and will increase traffic through the residential areas of the Beltline.

3 lanes each way. The amount of considerable traffic will only increase - as you provide building opportunities for condos and apartments in the area.

Much better option than the no traffic option.

This is the best plan because it gives all citizens of Calgary the ability to use the underpass

11 ST northbound will NEED a protected left turn onto 11 AVE. It is currently a nightmare trying to get westbound because there is always so much traffic coming southbound and you block anyone behind you from going straight and makes it unsafe for the bike lane when people become impatient.

Please keep the vehicles!

Perfect idea! Long overdue!! The first way anyone can turn from East bound 9th Ave to the Beltline. Plan for enough height to allow electrical trolley-style power sources for transit and other vehicles. Plan for 100 years, not the next ten!

Don't further congested vehicle traffic

Will be a great improvement to go underneath the train tracks, must maintain two way vehicle travel high enough for commercial vehicles, and to include good passage for pedestrians and separately for bicycles. There are already plenty of awesome green spaces near by keep our roads

Where the bike paths meet 4-way intersection needs to be built safer. The bike lane should be setback like the crosswalk to enable great visibility to drivers of those biking and walking.



this is preferred

Great idea! This underpass would be the first right right turn from 9th Avenue from west Calgary. Keep vehicles moving and allow for pedestrian. A playground/park is the dumbest idea of the whole proposal!

I don't like the idea of all travel modes, we need more space for spaces for people and not for cars. There are tons of spaces for cars that make this area with no vibrancy at all, we don't need more plans for cars. Just take a look at the staples parking lot, tons of space wasted and depressed.

.. step seating looking on vehicles. SO, spots to sit & smoke dope - like those step seats on each side of the downtown library Even with people theoretically out windows you find drug & cannabis use flavouring the air when returning a book Not pleasant. Bothersome . R U creating a similar spot?

Vehicle traffic is needed to get from Bow Trail to get to 17 Ave without causing more congestion

The impact on businesses. Business closures and job losses. Loss of businesses, jobs and income isn't going to revitalize anything or anyone.

This is an excellent plan but it should be two lanes of traffic each way.

Alternate Plan should be the RECOMMENDED ONE it is safer for everyone using it. At least pedestrians using it would feel safer given vehicle traffic would be still using it. The "Proposed" plan would be unsafe and scary for pedestrians to use when it is dark. Try walking a downtown underpass after 11

Vehicle traffic should be the priority not bikes and scooters there are enough bike lanes

DO NOT MAKE THIS A NO VEHICLE AREA!!! It MUST include vehicle access!

This provides a much better, more inclusive balance. People who drive will still drive; they won't suddenly decide to walk/bike. If you want to discourage driving into DT, all of this money would be far better spent on a functioning transit system (as an exclusive rider for 40+ years, CT is broken).

If the city feels compelled to spend money on an underpass, this is the plan they should use.

Again, scrap the plan. Capital was recently spent to improve the crossing, and if there is no justification based on safety, then there are better uses for our municipal taxes. Do nothing.

Overall this looks pretty solid to me. Good separation between all 3 types of transportation. Much preferred over the idiotic non-car option.

A planted blvd can still take on meaningfulness based on plant selection. Appropriate grading for wheelchair users may be more of an investment but considering the length of the space there should be accessible routes. This can also be an artistic opportunity for local artists to include a mural.



Do not cut off vehicular traffic!!! That is not the correct solution for a traffic stoppage. You need to let the cars and buses keep moving.

Consider making this the recommended plan. Vehicle use will always be an essential mode of transportation in Calgary. Restricting vehicle access will not attract more people to downtown (for tourism or commerce). If a place is hard to get to, people will choose to avoid it.

This is perfect. Everyone wins.

Take into consideration what could happen when we have a sudden heavy rain fall. These underpasses tend to flood in heavy rainfalls.

Would be a nice option. expensive again but nice

make it wide enough for 2 lanes of traffic each way, and you can still put in some of this other crap. what percent fo the city is travelling by bike or walking compared to driving? quit trying to destroy our city with your broken woke ideas.

Keep it well lit with homeless mitigation efforts. This is an ongoing issue of safety and people will not use if they feel unsafe.

There should be four lanes of traffic to replace the existing infrastructure. Why would we take a step backwards in capacity? There are ample opportunity for cyclists to cross the tracks at 5th Street SW. Let's avoid another similar capacity reduction.

THIS... THIS solves the problem! DO THIS!

This plan should be prioritized, vehicular crossing at this intersection is critical for a "vibrant" downtown. Cutting off access for residents, means downtown will become more and more of an island that inner city residents cannot access effectively.

Keep the do-nothing option for public review including when the price tag is shared.

Make this the recommended plan. Anything with vehicles as even an option is better than the 'recommended plan'

Get rid of the bike lanes. Should be 2 lanes in each direction for vehicles plus turning lanes. There are too few roads leading downtown.

This will not help traffic. It will only further increase car dependency and discourage active transport. Traffic will still back up at the lights and it makes more sense for vehicles to access 10 Ave from WB Bow Trail or continue to 8 St or 5 St underpasses as traffic flows more freely.

-design of the wheeling lanes looks like they will be hard to snow clear, drain effectively, prone to icing with the rolled curb & narrow boulevard to ped area. Unless retaining wall is permeable it will be a hazard. Can South of 10 also receive protected lanes? Need good intersection transitions.

This plan is the best compromise to accommodate all methods of transportation. As someone who bikes, drives and walks down 11th street, this plan is the clear winner.



This is a much better plan.

DO NOT WASTE OUR TAX MONEY ON ANYMORE CYCLIST roads/paths

N-S traffic flow for residents in the Beltline, Lwr Mt Royal, S Calgary, Bankview and Kensington is already extremely limited and problematic. How will the City ensure adequate N-S access for emergency vehicles? Eliminating traffic flow on 11th st SW would aggravate access issues beyond reproach.

Ensure traffic flow is not restricted more than it already is in this area. This road services several large downtown arteries

All travel modes, without a doubt needs to be the final choice.

Accept this plan

I am against this plan.

This is the plan to recommend. Allows accessibility for all.

This is a better idea. Even if limited to one lane either way.

This is by far the most acceptable to all residents of Calgary as it maintains city neighborhood connectivity. And it does not discriminate against any portion of our diverse city dwellers, drivers, cyclists nor walkers young and old.

All modes of travel should be accommodated, including vehicles (cars). To reduce pollution, cars should not be made to drive further and make detours.

Not issue with this alternate plan. vehicle traffic permitted with cycle and pedestrian.

The city should be more serious about what they're spending money on. Digging up 2 major roadways because some people are mildly inconvenienced by a train is laughable and is just more virtue signalling by a "woke" city council.

Think about the safety of pedestrians from panhandlers and the thugs your poor policing policies are perpetuating

Clearly a better use of taxpayer dollars. Allows all forms of travel. Doesn't restrict vehicle access to businesses south of 9 ave. Allows emergency vehicles to cross north of 9 ave.

This plan is very good. It is inclusive for all forms of transportation.

Our population is over a million people, traffic flow is a very high priority. Also consider the cost of road maintenance versus the cost of maintaining a park and consider this proposed park as another place for the homeless and will it will also be a place for drugs, needle cleanup etc.

This model is much wiser, it will increase the traffic movement and also increase the bike and pedestrian use. Easing the time and pressure on this intersection. MAKE SURE TO OVER ESTIMATE any drainage plans.



This should be the recommended one. If we redirect traffic to another street, it will cause further traffic jams there.

This looks great for all users.

There is plenty of space to provide all modes of transport. Two lanes in each direction is needed.

We should be looking at this one.

Make it attractive and safe. There should be an attempt to ensure homeless do not have areas to hide or camp out. Lighting and openness!

Please don't implement this version of the plan

Maintain the vehicular traffic, but increase the side amounts of greenery and pedestrian/bike areas.

This should focus on being transport route (cars, bikes and walkers) rather than any kind of gathering spot for pedestrians. Stairs and elevation changes are limits to mobility for many, and again, this provides a place for shady dealings to go on unwatched.

Make it the recommended option.

Make sure cost is actually considered.

Ensure it is flood resistant.

Add benches for people who can only walk short distances due to medical conditions such as coronary vasospasm. Require motorized scooters to use bike lanes. This is to keep pedestrians safe & to prevent scooters from running into a pedestrian from behind.

The plan needs to include vehicle travel, this is a very important route for drivers, and connection between people who live in the Beltline and being able to drive to a major East/West connector to downtown - 9 Av SW. I live in the Beltline and take this route daily.

Keep it to four lanes. As a person who uses this underpass every weekday, both via vehicle and by foot, just leave it alone. There is plenty of room for walking as is, and limiting traffic there would be horrible for everyday Calgarians who work and live downtown!

Do this plan

This allows all modes of transportation equal use of the intersection. It's more appropriate for use. Especially as living in a city where we have winter conditions for 6 months of the year.

It is better to have the car option. At least we could come via 14th St. part way. How will people who are entering the downtown along 9th Avenue be able to get to Kerby Centre? 11th Street is my choice for going to two of my friends in downtown apartments, and also to the Harry Hayes Building.



The only consideration here would be to consider a pedestrian bridge that connects both sides of the streets. I think it would be the only way you could truly create an environment of being able to use non-car methods of travel since people could easily just cross between both sides.

This is a fairly busy intersection and one of the few that is 2-way crossing 9th. Removing vehicular lanes doesn't make sense. It is already a safe place to walk and cycle so keeping the same amount of lane width but as an underpass makes more sense.

This seems like a much better plan as I don't imagine people will want to attend a park next to a loud train. Same issues as the active travel plan but slightly less likely transient population would stay here. Also train noise is not an issue when people are just passing through.

Lawns require maintenance. Is this green space grass, or some other shrubbery?

Just ensure Calgarians using vehicles have the same rights as other modes of transport. I have a very bad foot and cannot always walk, no vehicle access discriminates against mobility challenged individuals

Nope. Looks well thought out.

Ensure that traffic is calmed. The 4 Street SE underpass encourages vehicles to speed and makes for an unpleasant, unattractive street environment for non-car users.

This is definitely my choice for this project

"Vehicles definitely need to be in the plan.

DON'T cutoff vehicle access. Access is needed for deliveries. Needed access if other routes are blocked."

Careful of flooding/weird water build ups

Add 2 more lanes

Probably the best option compared to the Recommended Plan as the space can be used by all types of transportation like walking, cycling, cars and train.

Yes, keep traffic.

It looks ok, I still prefer the active only proposal.

It seems the other plan is being pushed upon us. It seems input is being sought primarily from those who live in this area and not those who'd travel to this area.

We're in a climate emergency, and cars can no longer be our #1 way of getting around locally. Choose the active modes scheme!

this gives people who need to access downtown with vehicles the ability to go downtown. there are lots of opportunities to walk and wheel downtown without shutting down additional streets



We absolutely need multiple modes pedestrian, bicycle, and motorized vehicles through the underpass. There are very few access points from North to south under or over the rail lines. We need to keep the his access point .

No, this plan seems feasible

I like this plan better but hopefully with wider separated cycle and sidewalks.

This should be the primary Plan. Myself, I'm handicapped and in a wheelchair but my mode of transport is personal vehicle. So no matter what special interest groups want, they are excluding not only handicapped people in cars, but the vast majority of Calgarians who do drive cars.

Consider the whole cycling experience from the newly built lanes on 11th to the interaction with 12th. This will be a failure if the cycle infrastructure doesn't fill the gap from 10th Ave to 12th Ave

If there is to be a road, make it a narrower 30 km/h (or less) and wind it around some park/green space for traffic calming. We need to start to move the car traffic around the core spaces and give them a few dedicated 50km/h roads around large parts of downtown with slower access streets dominant.

Remove the planted boulevard. It won't be maintained and Calgary is a winter city. The space will be needed for snow storage.

The alternate plan is better as it respects all types of transportation.

Cut the bike lanes and expand the road. Stop trying to push cycling on a public who clearly is not interested (except for a tiny minority). These bike lanes and reduced road capacity will lead to more traffic congestion and increased frustration for every day people. Stop!

no this is the right plan - all travel modes underpass

There was no mention of traffic lights for the bike lanes, I think that might be a good thing to consider.

Remove the traffic lanes! The fumes will make this a less desirable space for alternate travel modes and for community gathering.

Have this as the recommended plan

Throw this option into the nearest garbage can, please. We will never create vibrant, walkable urban spaces while chained to the idea that every meter of street must be geared towards the use of a car.

Please include vehicle access in design. It is in all commuters interest to make it mixed use like the other underpasses. As a taxpayer I am frustrated that the base recommendation excludes vehicle access!

Make sure there are 2 vehicle lanes each way even if it limits the scope on shrubs & bikes.

Allow vehicles



expropriation of the adjacent property to widen it as much as possible. Otherwise you'll have to abandon landscaping or 1 set of bike lanes to permit the width needed to get the width that'll make people feel safe from the inevitable encampments and panhandlers.

While this is certainly better than the Recommended Plan, it is needlessly complex.

I prefer the alternate plan for all modes. The current work done on 5th St underpass is awesome and can be used as a starting point here.

Take out the cars

PLEASE please please do NOT paint the wheel lanes. Paint is slippery when wet. This plan would also be improved by having the wheel lane away from the retaining wall - put pedestrians there - so there's no chance of snagging a handlebar on a railing and flying over onto the road.

I like this plan. Vehicles, bikes, pedestrians, green space. Keep it as wide as possible encroaching as necessary on Staples parking lot on NW and on Ford dealership lot on NE, and corresponding infringements on South side. This is a vital crossing not effectively replaced by 14th or 8th.

Personally I do not see a problem with 11th Street the way it is now. I use it all the time. If there is a train, I can go to 14th Street. There are alternatives. It is not a big deal.

Build the ALL travel modes. Vehicle traffic should have use of this.

With plans 1&2, why does City want pedestrians around train underpass any longer than they have to be? Trains derail/diesel fumes/carry hazardous goods etc. This location should remain full vehicle throughway; better inner-core locations for parks (more scenic/less risky/doesn't remove road access)

The recommended plan is preferable, but I see no flaws in this as an alternative.

this is a better option. I'm unsure in both versions why there patio tables. it's not an area to sit and enjoy dinner or a coffee

Encouraging outdoor walks will eliminate the need for cars downtown. That is not only good for the climate but also good for traffic. We do not need this one

By adding traffic lanes you're defeating the purpose of creating space that people want to be in.

Please scrap this alternative plan. The needs of motorists are already adequately met in this city. It's time to support different modes of transportation that make it easier and safer for people to not have to rely on cars. Fix traffic by getting more cars off the road and using bike infrastructure

Any design here need to consider speed restricting devices. This area is prove to cut through traffic with speeding drivers already so any design should look as slowing people down.

Get rid of cars

No cars, they are noisy and add danger.. We need park space downtown.



Noise from the depressed carriageways will be suppressed- a stepped connection to the ped and cycle routes should be considered to create better sightlines and connections for a more cohesive design. A relatively low speed travel route so noise will not be an issue - especially as we move to EV.

The city paths system are greater and should be a focus. We are a northern city and taking away a key road for this is beyond proper planning

Keep traffic flowing.

For the betterment, chose plan 1. This plan is great for other areas however.

I like how the sidewalk/bike lane stays high. Not sure we need that much space for the...shoulder? Also not sure we need all the space for turn lanes on the road. More space could likely be given to sidewalks/bike lanes. Prefer other option honestly.

This plan makes the most sense as it does not limit vehicle traffic on this route

None

Remove the roadway? :) seriously though the physical separation on the bike lane and pedestrian walkway is very nice, and if this space absolutely must be shared with cars then this is a good plan.

The big loss if this alternate plan is selected for me is the loss of a space to gather. Ultimately 11 Street should be active modes only all the way to the river to really make this exciting.

No, I think it's a great idea and will improve the life of Calgarians.

Don't consider this mode. This is a great opportunity to start curbing car culture. Keep the underpass car free.

11th needs additional traffic lanes. It should be four lanes in this area.

A great plan that accommodates all forms of traffic having a safe crossing of the tracks.

This is the only acceptable plan that does not stifle the already limited rail crossing capacity through the downtown core. The crossing points at 8th 2nd and 1st/Macleod are already overcrowded and insufficient in both capacity, size and 'quality experience'. This answers all your needs.

This option is good too, but less family friendly.

Pick this alternate plan! Traffic downtown is already congested and taking out roads is not the answer.

I prefer the above plan but this would still greatly improve moving between downtown and the belt line in that area

A natural wildflower/grassy/clover area to encourage pollination



Less cars, more mobility (bike, walk, etc) art & green space

Don't do it, get rid of the cars.

No. The loss of 2 train-interruptible lanes where 8 other 4-lane underpasses exist for motor vehicles is perfectly fine - let's go with the recommendations (14 St W, 8 St W, 5 St W, 4 St W, 1 St W, 1 St E, Macleod Tr, 4 St SE).

This is preferred

It would work as any other underpass; but I like the all modes idea more. I'm just curious how do we make it make sense. Another underpass that's all travel modes is functional but bland.

Please don't build this. Safety will be worse because car noise and pollution will mean this is no longer a social area. There's nowhere to linger. It's more expensive. The crossing at 9th, which today is incredibly stressful, is not meaningfully improved because there is still turning traffic.

The best improvement to the alternate plan is to implement the recommended plan instead. Seriously

Do not like this plan

Yes, remove the car portion.

Blow up this idea and never let it see the light of day

This is just a regular Street with grass edge, no value other than to perpetuate non active travel... You still have to be aware of possible death.. violently by being crushed or slowly through poison or climate change... No to this option

Make it as easy as possible for pedestrians/bikes to travel without risk of death

Do not use this plan, we don't need to be encouraging more vehicles in the greater downtown. Don't even present it to council.

Place the cycling lane on the outside, not inside the walking lane.

Please consider Kerby centre clientele, many of whom use mobility aids.

DO NOT USE THIS PLAN. Why would we try to encourage more driving into our inner city?

Fine, appreciate the accommodation for cycling. Not as good as the active modes option.

pretty simple: let vehicles do their thing and build a sidewalk. stop wasting money on idiotic, ideological plans.

Yes. This plan should have four driving lanes. Two isn't good enough.

Yes - scrap it. There doesn't need to be any driving lanes in this underpass given the other nearby underpass crossings.

You can't improve this - it's irredeemably bad.



No, this plan is fine. It allows for ALL road users, including cars. There is plenty of room on the sides for pedestrians and cyclists. Why is the other plan the recommended one? Does the City of Calgary really hate cars that much?

one lane of traffic should suffice. all extra land should be giving to area 3. continued bike paths n and s must happen beyond 11th for this to become successful

I strongly support allowing at least one lane of traffic each way through the underpass to allow ALL affected people to access and use the underpass. I do not believe that many users will actually stop and rest/sit/recreate below the railroad tracks. It is noisy, smelly and dangerous.

Good plan

Ensure sidewalk & bike paths are wide enough for "bobcat" snow clearing, reduce drive lanes width, as it appears overbuilt, to maximize walking space. Lighting & security cameras required to maintain safety. Landscaping could retain & filter water runoff. Prefer this option as it connects all modes

This would be nice, but seriously I don't think this is a priority.

Make it wide enough for two buses, the other underpasses are extremely narrow

Remove cars from it

Use this plan instead of active transport one. It's a mistake to think this will improve traffic, it will only divert the problem. If you want to create active transport-only roads, start with the secondary roads, like was done in Montreal's Plateau. Blocking off a major road is a mistake.

In this option we only need one vehicle lane in each direction. This might allow more space for Active travel.

This should be the preferred plan as it still allows access for those who need to drive to from the south to the north access to the downtown core with our massive round about ways of accessing 9th Avenue.

This is the best plan, accessible to walk/drive/bike etc. maintains traffic flow while trains cross above

8 St and 14 St provide necessary vehicle lanes and have terrible pedestrian and cycling/wheeling options - prioritize non vehicle traffic on 11 st

This plan squeezes pedestrians to the side just to save cars an extra few seconds of travel. There is no communal space here, just paths.

. trash it .

yes, select this option. It should have lots of light and be monitored by cameras. Active modes will not want to use this if it doesn't feel safe (from a crime point of view, not traffic point of view). Allowing vehicles makes it feel safer (just like they did on Stephen Ave. years ago).



It is unnecessary, and feels like a compromise.

I think this is a good alternative to a full greenspace as it keeps traffic moving during all hours as well. Similar comment is that we should consider how to keep these park like spaces safe for everybody to enjoy.

If you have to do this one, use barriers between the bike and the death drop that look like the outside the new overpass on 17th over CC

Taking the car lanes out would improve this plan. All the other crossing are extremely CarBrained and 14th is a nightmare for cycling

Make this emergency vehicle access only.

Do not remove driving lanes. I think it's good to have proper pedestrian walking paths, as there are a lot of pedestrians that use this street to cross.

security / safety

I prefer this plan that will allow emergency vehicle,public transit,public vehicle access. Put trees in between vehicle and bike lane. Section5-private realm with trees/steps don't have steps along the whole length, do a couple jut outs all one level and add things of interest like a workout area.

Do not do this! We've lived three blocks away for five years, and in the beltline for 9. I've driven on this section of road maybe 5 times, all going to staples specifically. I bike or walk here almost every day

This option should be chosen as it the best use of tax dollars as well as community transportation. I am surprised another park is needed so close to Shaw Millennium park. Calgary has made other short sighted infrastructure decisions and should not continue the practice.

As a Beltline homeowner I do not want something that makes vehicles easier to travel through my neighbourhood. One of the most dense communities in the city should be doing more to encourage walking and cycling, not more automobiles.

Throw in the garbage. Literally. My only concern about emergency vehicles proved moot once I learned they don't use this route because of the trains.

At the very least, this will allow for flow of all users. 7800 vehicles use this corridor daily. Makes no sense to remove or reroute that sort of volume. Shame!

Turn it into the active mode underpass.

I think this is a much more realistic option. I walked this street for many years. When trains were coming through I'd always wait at 10th AV or 9th AV until they passed because they were so loud. I can't see a park working there, unless hearing protection is provided. Just hang out there and see.

Please prioritize bicycle and pedestrians in this plan! Calgary is a city that's been taken over by cars! We NEED more public transit and bike lanes please please.



Take steps to force reduced speed for car lanes. This will reduce noise and air pollution in the park spaces, and will protect pedestrians and cyclists from aggressive drivers.

This plan is not as good as the active one. But if the city goes this route, better physical separation between cyclist and pedestrians is needed.

Do not need traffic through.

Looks good

Simple: Build it ASAP.

Allowing cars in this plan will only make more cars access this space making it even worse than it is now. Emergency vehicles don't use 11th Street as there are other alternatives that are better and more efficient. If emergency vehicles don't need it, regular vehicles can use those alternatives.

Terrible plan. This will double or triple the car traffic on 11th Street - a street with a school and a lot of apartments. There are so many options for cars nearby to get under the tracks already. We need not another car shortcut, especially during a climate crisis.

The alternate plan is less ideal, as it does not divert vehicle traffic away from the underpass. I would suggest emphasizing 14 St as a driving underpass, and encouraging active users to take 11 St. Less conflict at the intersections on either end.

I don't see a need to provide vehicular crossing here. It removes the play area and substantially reduces the future enjoyment of this area.

The best option to improve this plan is not to do it. The City should move forward with the recommended plan. Nothing less.

I like (sarcasm) how the alternative plan is all travel modes. Seems the woke nutbars are dead set on bikes and pedestrians who have access now but maybe have to use their [omitted] heads to wait for a train to pass. Then cut off cars/trucks to whole area. Usual city hall [omitted].

More room for cars! why do we need to create more space for vagrants to loiter and harass people!

It's over-built for cars. It doesn't need to be this deep or wide. 2.0m sidewalks are actually quite narrow when crowded and people have grocery bags, strollers etc.

The intersection at 9th is a wind tunnel of hell. Getting pedestrians over/under 9th ave should be a priority to improve transit access to kirby station

This gives many options for transport and I love that there's bicycle lanes baked into the design automatically. I wish all roads had that.

I think too much space is being given to vehicles in this all travel modes underpass design.

Remove car traffic



Sightlines for both right hand lanes in both directions should be unobscured since the cycle lane re enters the roadway, creating a conflict known as the right hook where a cyclist is cut off by a turning vehicle. Put a big piece of concrete there to prevent excessive speeds at the corner.

Glad to see the tunnel portion is limited to 2 lanes total. Ideally I'd love to see elements of the 4th st underpass - the NB 11 St lane and sidewalk could go under 9 ave to improve flow for all modes (but you could still turn SB off 9 ave). Any benefits from this U/P are hurt by 9ave intersection.

What mitigations will be in place for flooding? 11St is often the only street across the tracks out of downtown during rain events as it's at grade.

Cars have enough roads, don't do this

Making more all travel modes underpasses

Scrap the turn lanes and allow more space for other modes.

No feedback on this one. Hopeful to see The City go with the recommended plan.

Ensure drainage. On rainy days many underpasses tend to flood due.

No car. Take them out. Too many carbrains involved in urban planning

This will just encourage more people to drive along 11th st. We don't need more traffic coming into the Beltline or West Downtown which are generally residential areas in these parts. This recommendation should be rejected

No - this is a fine plan.

Ensure four lanes of vehicle traffic.

It needs to be 2 lanes both ways. Anyone would recognize your going to choke traffic on both sides. How is that an improved?

Great

The alternate plan is better. The under pass is about getting people from one side to the other. Not about a playground or a park. Also It maintains a more natural flow specifically with faster modes of travel, ie. bikes.

Ensure the bike lanes are flat at the intersections. The 5 St SW underpass bike lanes are inclined at the stoplights. It makes starting much harder, and it takes longer to clear the the intersection.

This is the best option and the fact its the alternative shows how out of touch you guys are.

Better, more reasonable and realistic. This is a proven formula which seems to be an improvement on past similar structures and is more durable than the recommended plan.

We cannot cut down on driving lanes between the belt line and DT it's already a bottleneck during much of the day. I like the walking and cycling paths but the roads have to stay!



More road less sidewalk, as stated above where will the vehicle traffic go? If your gonna close the road then do it now and build a simple pedestrian overpass and save the taxpayers millions!

Pedestrianized street like Stephen avenue to minimize car traffic and improve safety.

Keep as is.

This one NEEDS to be the option, especially with the potential of a West Village. Having this vehicle traffic corridor, which is currently already in HIGH USE, is essential in keeping in line with any potential West Village development.

This is not a good option for Calgarians who live/work downtown and in the Beltline.

I'd just move the train tracks

This plan should be the way to go. 11st has vehicles that cross the tracks most of the day, to deny that would lead to more backed up traffic on 9th as people try to get on 8th street.

Please make the wheeling lanes wider so that two people can ride their bikes next to each other and carry a conversation, or allow for individual people to pass others on bikes, etc. Please align all crosswalks with sidewalks so that people can walk straight across rather than have to meander.

The compromise of only 2 lanes in an access road that connects such a major part of the city that so many citizens from other neighbourhoods who weren't consulted is palatable, but complete removal of vehicle access is quite simply NIMBYism by the Beltline community.

I don't like it as much as the active mode underpass.

Yes, build this. Change the name from alternate to recommended. Increase car lanes from two to four. Stop being a bunch of mouth breathing [omitted].

Noise barriers.

Use alternate plan

This option makes the most sense based on existing vehicle infrastructure and the amount of densification happening in the area. There are already a lot of parks and green space in the area so the first option isn't a priority for me. I like how the bike and pedestrian lanes are separated.

I think this option is the better one for Calgary given it will be useable for more modes of transportation. People will not hang out in a park space below a loud CP track line so lets treat this a thoroughfare space rather than a space that people will want to stay in.

Preferred option that supports all modes of transportation.

This plan looks amazing and suitable for pedestrians and vehicles



Too much space dedicated to cars. This needs to be an active transport underpass and it would be great to add more green/park space to this area of the Beltline.

The problem with alot of the underpasses across the lines are the steepness of the decline and rise to fit it in between the other streets what if we went to a plan of a raising the tracks as well as lowering the street to make visibility for drivers better and less dark corners for ambushes.

This should become the recommended plan. This shows at least a shred of intelligence in the planning and consideration that removing traffic from this point of downtown will just force it into other, already overly congested areas.

Wide sidewalks and well light. It is important that all modes of transportation, including cars, are able to utilize this underpass.

Ensure there are 2 lanes for vehicle traffic each way. This intersection sees heavy use, and narrowing it down is not the way to go!

The City should consider not building this.

This should be the preferred option of the two alternatives presented

Lighting and hostile design elements to deter loitering.

This should be the recommended plan.

Personally, I like this better. It'll keep business traffic through downtown core better. There are many parks downtown, and I'm not sure adding one here is the best use of space. Happy with either approach though.

Add emergency call booths

This, at best, is an adequate improvement to the current situation. I would be disappointed if we pursued this because it still appears to prioritize motor vehicle traffic over families and active transportation. The vehicle lanes still seem very wide and will encourage speeding.

Design speed. Speed enforcement. Bicycle vehicular conflicts at crosswalks. Lighting, safety, CPTED.

Programming! The city needs to assign a budget to have festivals, buskers, farmer's markets etc...

Looks fine - plenty of room for all modes of transportation including vehicles. Lots of nice green area too.

Function over form.

This looks like a better version of the 8th St underpass. That's not great.

Not do it. Active modes only.

the alternative does not fit with a 21st century city, there are other options for vehicles.



Remove the cars

Please don't even include this option! It is terrible. Look how many other underpasses are car-only or car-dominated.

I am glad that a separated bike lane and better sidewalks are included in this plan. It would be a missed opportunity to do this plan instead of the active travel modes plan.

Ensure sidewalks are well lit and low enough under the train bridge that they do not feel unsafe and claustrophobic

Don't build it. Timing, funding, and vision concerns do not make this any more of a desirable or practical approach. It's just maintaining the status quo, despite 8 underpasses already serving all mode needs. And only 2 of those 8 actually serve all modes. The others are clearly for cars primarily.

This is the best option.

3) Do you have any feedback to share with The City about the potential short-term recommendations? Please be specific and provide the location where possible.

No

The added gates helps with blocking the track crossings but you can't fix [omitted]. Display some graphic pictures of the ziplok effect that a train can do to your body if it runs over you? Maybe more public education outside of what you post on Twitter and Facebook. Not everyone does social media.

A much longer left-turn signal at 11 St. S.W./10 Ave. S.W. would do wonders to keep track moving through the area and minimize backups in the area. It would also greatly improve safety.

as a long term resident, living a few blocks from this crossing in one of the only remaining homes on 11th st sw, this concept does nothing to improve existing & future use - however both vehicle & pedestrian access to & from this area is vital to safety & security for the future - forwarded 2 media

Advance notice of train should be put up for cars traveling north on 11th street as they approach 10th Ave. When train is coming, cars get stuck waiting as they didn't have advance notice, thereby removing the possibility of using 10th Ave as an alternative.

How long will the Short term recommendations be in place before the decision on the alternative plan all travel. I feel it is a must to have alternative all travel passage.

This intersection is currently very unsightly and unfriendly. As a pedestrian, it feels fairly derelict. I am not in favor of separate wheeling lanes, they are rarely used as such and redundant. Lighting improvements would be welcome.

looks like a reasonable short-term plan.

If you are going ahead with the underpass then minimize short-term changes in order to save money. Appears to be working fine right now



Bicycle crossing buttons for 11 St North and Southbound @ 9 & 10 Ave - useful especially at night

No, I don't.

The wheeling lanes need physical barriers. Painted lines do nothing.

SO, a complete waste of money!

Skip the bike lane implementations and prioritize Calgarians' most practical and most used method of transportation - cars.

consider traffic lights for the wheeling ahead of the cars

I know this is pie-in-the-sky stuff that would require CP to buy in, but anything that suggested the length of the delay on the track would go a long, long way toward avoiding reckless behaviour. People will hop the track if they think it's not going to be too bad.

Make some sort of physical separation between the wheeling lane and motor vehicle lane please. Painted lines provide no protection for cyclists.

Please don't remove the vegetation. The area is already very sparse and not that pleasant to walk through. The other short term recommendations sound reasonable.

Nothing really just excited to have n underpass hopefully!

The wheeling lane should have a physical delineator, e.g., flexi-posts. Turn boxes for the wheeling lane at 9th Avenue and 11 St would be valuable. Ban turns on red at adjacent intersections. Add leading pedestrian intervals at adjacent intersections.

These are good first steps

Any way to put up cycle barriers in the near term? Curbs/poles have been shown to increase rider safety massively.

Good stuff.

Just close it to automobile traffic already. I think this intersection causes more traffic than it moves

The south west corner is not great on a bike because many drivers turning right onto 10 Av give opportunities to right hook a person on a bike.

Physical separation of the bike lane rather than painted bicycle gutters would improve pedestrian/cyclist safety. Plastic bollards would do in the short term.

Please add more vegetation where possible. The area is pretty barren and it makes walking through this section unpleasant.

Increase the space for pedestrians and cyclists to wait at the corner. This can be done by making sidewalk and cycle lane larger and reducing driving space at the corner, making the turn



'sharper' for drivers. This adds more space and forces drivers to turn more slowly. Also, no right turns on red.

It seems like removing the vegetation would make the area even more uncomfortable to walk through. I already feel very exposed to traffic when walking through that section, and having no trees between me and vehicles would make it worse.

Anthropogenic climate change, accelerated by fossil fuel use, will drastically reduce quality of life within my lifetime. You should maybe do something about that.

The sooner and safest route to the recommended plan is the best.

If possible signage that can tell how much time until next train, and how long a crossing will be blocked? Likely not possible but would reduce chances of people running the train or trying to cross while stopped

We need to ensure that pedestrian access through this corridor remain open for the entire period of construction since this is major access to the C-Train station.

Make the area safer for bikers and pedestrians.

The widening of the sidewalks is the most important aspect. Secondly, providing physical barriers for the cycle lanes is, generally, preferred.

No feedback

Make sure lighting is low glare, with zero uplight, and "warm" in colour (low blue content, CCT

Ban right hand turns on red lights

Instead of putting money into a project like this take a look at converting these empty office buildings into affordable housing for the people. This project is not needed

Protected bike lanes are always safer than paint alone.

Same as my previous comments, make sure bikes are considered

Ensure bike experience is considered with new warning systems.

This initiative should be funded in the 2023-2026 budget cycle.

LOVE the green paint through the intersections. the wider sidewalk at the CP crossing helps congestion between pedestrians. The right hand turn during rushhour from 11th st onto 9th is bad both in a car and as a pedestrian. Not sure how to improve this.

Widen sidewalk good.

Consider piloting the proposed closure to vehicles to assess impacts.

No.

Congratulations, you have identified the bare minimum.



The only thing would be to add physical concrete barriers to protect people in the wheeling lanes.

I prefer the first two options. I think the bike lanes are too narrow.

Jersey barriers for the bike lanes. No entrance to the alley (avoid right hook style turn incidents)

None

Make the wheeling lane separated with temporary barriers or bollards, paint is not a safety device

Get this thing built for active modes

Remove the ford dealership to allow for different businesses to start construction (i.e, coffee shops, restaurants, stores, etc) - if the recommended plan goes forward without vehicle access we need a reason to walk down 11st and only having staples and co-op doesnt give enough of a reason.

Remove the photo radar camera at 9th Ave and 11 St.

None

Removal of vegetation to improve line of site does not seem necessary. If you can't tell that a 10000 ton train is coming, removing the limited vegetation isn't going to help.

Fully protected bike lanes. Paint is not infrastructure.

Painted lines are lovely but slippery when wet. There's a problem (10ave intersection) with cars moving into the bike lanes to turn and then stopping for pedestrians. Barriers to protect bikers possible? like 12ave bike lanes? Please fix the pothole in the bike lane just south of 10ave intersection.

No

Would like to see vehicle access removed. Create a pedestrian and bicycle under pass with green park space.

The wheeling lanes are a nice addition. New pedestrian protection gates should only be considered if there have been a significant number of pedestrian vs train incedents in the past.

For the wheeling lanes, please add posts and protected wheeling lanes! Paint does nothing to stop a car from not paying attention and then hitting me on my bike or scooter!

close the staples driveway, fix the light timing at either end.

Don't remove vegetation. That's silly.

Adjust the timing of the lights on 11st @ 8th Ave & 7th Ave heading north as they currently do not maximize the long light at 6th Ave. Traffic is sitting at the lights, particularly at the ctrain, all while the 6 Ave light is green, then traffic gets backed up/it takes a long time to get through.



None

-none at this time

No

Don't need to paint wheeling lanes all the way through... only at conflict points and intersections.

No.

I like all the above suggestions

Don't waste tax payers money for an train overpass. Will Canadian Pacific Railway pay any or all of said overpass?

These appear to be great improvements to make it safer for the non-vehicular traffic

Add barriers on the exposed sides of the wheeling lanes.

None

This is the only thing that makes a wee bit of sense, but is it really needed? Money can be spent better elsewhere.

A physical barrier between the cars and cycle track would be an improvement.

Makes logical sense as is. I like is much better than what was previously there.

I would prefer to minimize these short term recommendations to minimize costs unless they are planned to be in use for 5+ years. They are all very minor upgrades that would have to be removed when the long term recommendations are implemented. Preference is to proceed with long term plans faster.

I'm blown away by how incompetent and removed from reality the city is to recommend an active travel modes underpass.

I'd say don't bother with the short term plans, just save the money for when the underpass is built.

As a cyclist, separated lanes are always safer, even if they are only separated by plastic pylons.

it's fine the way it is right now, no need to waste money. once funding available, go with all modes. we don't need to make this a place for people to camp, deposit garbage and use drugs.

there should be no right hand turns on red allowed for vehicles going northbound on 11th street and turning eastward onto 9th avenue. Additionally should be an advance for northbound pedestrians and bikers. many times vehicles do not see children and I on our vehicle (bicycle).
ex. 4th st SE

Wait to see if you get funding. No sense in spending if its going to be ripped out

Leave it alone



Suggest adding bollards near intersection at 9 Ave if feasible, so cars don't block bike lane while waiting to turn right and to hopefully reduce likelihood of cars cutting bikes off by providing additional visual cue that it's a wheeling lane.

Curb radius should be less rounded (90 degrees). At both ends create protected intersections for pedestrians and those on bikes (Ottawa has design guidelines for these)

I think the short-term plan would improve the street, both for function and aesthetic. It's really rough right now, and not an enjoyable walk.

This area really needs barriers in the bike lanes instead of just a painted line. Doesn't have to be fancy, just get it done yesterday. Lots of people riding on sidewalks and you can't blame them when you see how drivers treat cyclists along this stretch of 11th. Scary to ride a bike here!!

flexiposts to shield wheeling lane while still allowing vehicle access in urgent situations without damage

No.

When did this decision get made? Who made it? How did I possibly miss out on the opportunity to provide input? I drive over this practically every day and someone made the decision to recommend taking away the ability to drive this stretch of 11th? The city should provide more advance notice.

Make bike lanes protected in the same style that are used in the Netherlands to ensure safe travel.

Bicycle camera-detector-thingy to avoid dismounting. Similar on 12 Ave.

There are other spaces nearby that could be better used, like all the parking lots. Would still preserve utility for residents but provide better space.

Is the sidewalk wide enough?

Temporary protected bike lanes would be nice.

for pedestrians they do not care and would just ignore the gates and bells. They only stop now when the train is crossing 11 St. and jaywalking there is common.

It's very important that pedestrian traffic get to the north side of 9 Ave SW. Waiting at that traffic light which favors vehicular traffic traveling east on 9th Ave is brutal in the winter.

Sidewalks ramps and widening are the only improvements i support. I bike everywhere i go in calgary and i don't see much benefits in the green painted corridors, cement blocks work much better.

I work downtown and rarely see pedestrians or bikes in the area of 11st between 9th and 10th avenues. Traffic on roads crossing 9 ave and the train tracks are already busy. Community advocates are not necessarily advocating for what everyone needs - they have an agenda - i.e. bike lanes vs cars.



your images cannot be expanded and it's nearly impossible to see.

Improve the bike lanes with smoother asphalt and fewer bumps across the tracks

I don't really find this to be very clear.

Use yellow flashing lights at crossing like at crosswalks in the city

Allow for bike lights crossing 9th ave.

Preferred if the wheeling lanes could be physically separated, and well maintained

do nothing. costs nothing

Just have one lane of traffic both ways, but trees and bushes between the road and bicycle lanes and sidewalks. This will give more room for both. Right now it's not a nice place to walk or bike and when the sun is out there is no trees for shade.

Can't from 2 you are doing a great job. If you wonder why the driving habits in this city are in the toilet take look in the mirror

These short term improvements look to be the best option from the provided examples. The sidewalk widening and improvements, as well as lighting improvements are definitely needed. Potentially look into more lighting improvements to help with pedestrian safety?

Short term recommendations should be permanent

remove useless bike lanes

This plan seems a very positive one to improve downtown spaces.

No concerns.

add physical barriers to create separated bike lane (pylons, curbs etc)

Improve sidewalk surface over tracks as much as possible. Improve lighting and consider public art or murals to brighten things up.

I would like to see if the short term improvements are a good solution to the current issues of the crossing before more funding is spent on the the 2 long-term options.

Get on with option 2.

Does the city not understand there's a thing called "winter" where it snows and gets cold? People stop using these active links in the winter and go back to cars. It's a waste of space to block this off to traffic

If vegetation is removed, attractive buffers would be great to separate vehicular and pedestrian traffic- maybe not trees, but some smaller-scale vegetation?

A wide pathway/sidewalk for safety. Can you add in a safe biking connection north to the river pathway?



You need to have a left turning lane from Northbound 11 St SW on to 10 Ave SW ASAP. How the previous plan passed without such a basic requirement is beyond belief. And it's unacceptable to have to hear about this through word of mouth. I live at 1001 13th Ave SW and did not receive notice.

They seem fine.

There should be more and better signage showing drivers how to get to the 8th St. underpass. It's confusing and means you have to drive blocks out of your way to get to the side of the beltline you want to.

Separate bike lanes with some kind of structure or buffer to protect cyclists from the cars.

No comments. Indifferent.

Anything to improve cycle & pedestrian access and connection between south and north sides is good

Please implement the recommended plan to remove car lanes as soon as possible. Ideally, the active modes plan would be implemented ASAP. It is more cost effective and improves the area more dramatically if you skip the short-term improvements and do the active modes improvement right away.

as above

Paint isn't infrastructure. The wheeling lanes MUST be grade separated/barrier separated to have any utility.

Temporary barriers should be installed to protect the cycling lanes from traffic (similar to what was installed on 8st SW during the pilot). Painted lanes are not very safe nor comfortable for cyclists.

can we get physical separation on the bike lane with concrete parking bollards? it's cheap, reusable, and safer than paint.

Appreciate the bike safety measures put in place.

This project is over-due. Train traffic has the potential to cause accidents and injuries. I have seen wheelchairs caught/stuck in the rails. Only the saving grace of a passerby saved that person from certain injuries or even death. Do you not receive information or complaints?

vehicles must be included.

Don't further congested vehicle traffic

If we can all safely travel below the train tracks on our separate pathways, then no longer need any such gates bells etc. In the mean time, pretty sure all of that stuff is already there

For the painted bike lanes (or gutters) the city should at least add concrete barriers between the road and the bike lane with some highly visible vertical structures, like pylons to make the street temporarily safe for those biking and driving.



don't turn roadways into parks. keep the road, under the railway makes sense

Please make this underpass for people not for cars. This area is already depressing and with no vibrancy at all due to the car-centre design, we need people to use public, please make it car-free. This has been done in other cities with great results.

When on my bike, going north, when I wait at 9th ave to cross on the poorly visible bike lane, I worry that I will get hit by right-turning vehicles once the green light comes on. Bikers cannot trust car drivers in locations like this. Make an advance crossing for cyclists! and for pedestrians too.

Do not proceed with the restrictions on vehicle traffic! You have already severely damaged access to businesses along 11 St SW with the bicycle lanes that have not had enough use to be viable!

Eliminate on side of sidewalk and turn that into the bike lane cheapest solution and you don't lose any car lanes.

No. But there are businesses in that area who have been forgotten and ignored by the City for decades; it would be wise to ask them directly.

Please do not eliminate vehicle access on 11th St SW.

Seems like a great way to clean up a dirty spot without spending lots of money

Vehicles are still going to be needed. Make certain to include them in the plans while keeping people safe.

Why would we improve something that is going to be removed very shortly? What a waste of money.

Why spend extra money on a short term Band-Aid approach? Just move forward to complete on a permanent solution.

Keep the do-nothing option for public review including when the price tag is shared.

Don't waste money on a 'short-term' improvements. Wait until it can be done as a proper project and fully implement an underpass. Quit treating taxpayers as a piggy bank for these ridiculous projects that won't last long and will be torn out at some point in the hopefully near-term. What a waste.

Eliminate the bike lanes.

Digital signage on 9 Ave and 11 Ave that warns road users that the level crossing is closed while the trains pass through. Signage would be placed well in advance so people know not to try turning onto 11 St.

9th Ave to 12th Ave is still a very dangerous unprotected wheeling lane condition, especially at the 10th and 11th Ave intersections with turning vehicle conflicts. Recent construction also not accommodated users creating hazards. Could flexiposts be installed?



Widening the sidewalk seems like a good idea in the short term.

This city does not need this.

Maintain vehicular traffic on 11st SW. Establish N-S traffic light timing on 14th st SW between 14th ave and the bridge entry (9th ave) and enable extended light timing for rush hour at Kensington and 14th st SW. Construct a direct south-bound entry to Crowchild from 17th ave SW eastbound.

Great ideas

These seem reasonable

N/A

No

Line of sight is critical so any improvement is valuable.

If 25 foot train arms with flashing lights and a loud audible alarm bells aren't enough for people to figure out there's a train coming, these people should be given assisted care workers because they obviously can't function in society alone.

keep it minimal if it all to be replaced anyway.

Low cost solutions. Better use of taxpayer dollars.

Save taxpayers money and don't do any short term improvements. It works fine for now.

Lots of advanced warning back on 10ave if there is a train coming. That will avoid traffic backups - some people can choose to go to 8th ave.

Do NOT cut off Vehicles!!

No feedback.

More traffic calming

This looks better than what exists now.

No, sounds good.

Make sure that CP rail will respect them - or change to a plan CP is okay with.

No.

Require motorized scooters to use bike lanes. The speed difference leads to pedestrians being unsafe. Many scooter users silently arrive behind pedestrians causing the pedestrian to move out of the way and wait for the scooter(s) to pass or risk being run into. There are between 2 to 5 scooters.

It is very distressing that the City wants to remove yet another vehicle route, especially at such an important intersection. There are already numerous parks, green spaces, walking pathways,



bicycle lanes and routes, in the area. I'd rather have it kept as is, than remove the vehicle access.

Just stop. If it's not broken, don't fix it. Stop wasting tax payer's money on non-issues. Thank you!

No - I didn't realize there were issues except the train-wait at that intersection.

They look fine

Nope.

Separated cycle tracks

No recommendations.

I think the alternate-all modes plan is best.

I cannot wait for the improved sidewalk especially on the east side.

No

Any chance of putting in temporary protection for bike lanes? Can be scary cycling along there. Though in my experience so far, drivers are alert to people cycling.

as usual the city of calgary only does these "engaged" sessions so they can say they reached out when they already have decided what they are going to do with tax payers money

None

No

Good short term plan.

As CP Rail wants the level crossing closed, one that accommodates ALL FORMS of transport, don't spend more money for quick fixes. Make a decision for the alternative plan so ALL FORMS of transport can continue to use this vital access across/under the tracks.

Make it a slow 30km/h with traffic calming that does not involve speed bumps.

Stop reducing car lanes and stop pushing cycling on the general public!

No

I understand this to be a short-term plan, but painted bike lanes by themselves are worthless as a way of separating modes of traffic and do little to improve the safety or usability of the lane for non-motor traffic. If this isn't short-term, use a physical barrier to separate the bike lane.

I agree with improving safety at the rail crossing. I don't see the value other painting of roads or extending the crosswalks that were changed not long ago. It seems to me public input is being allowed but someone is forcing a no vehicle option over anything else and comments won't be used.



Leave it the way it is and wait until the City has the money set aside.

More realistic consideration of homelessness, encampments and social disorder. No one will use this underpass if no one feels safe.

I don't see any need at all for these "improvements".

It's fine

Visibility on 10th is quite limited. This should be improved for safety.

This seems like a reasonable short term plan. I would however recommend acquiring land from adjacent car dealership and Staples to widen the corridor which will allow for more options to keep all travel mode options possible while meeting new objectives. Wider corridor is more inviting.

1) Many underpasses flood in a simple rain. If you are making more underpasses, build it right. Flooded routes are a safety issue (not just inconvenience) for peds/bikes/vehicles. 2) if new airport to Banff railway gets built and this underpass goes in, will you be digging it up again in few years?

no gates as it causes congestion and confusion making it hard for cyclists and mobility impaired to navigate

The alternate plan would be a big miss, by going half way you're taking the ability to safely use the space in its entirety and losing the community connection piece. All of downtown is dedicated to moving motor vehicles, this detracts from downtown revitalization.

Please implement temporary improvements for pedestrians, cyclists, and scooters as soon as possible. thank you

Again, adding speed reduction in any temporary design is essential. I would also add that the bike lane needs to have a divider which can impede cars from driving on.

DIVIDED bike lane with a barrier please

The bike lanes can't be just paint. They need concrete barriers if you want people to actually feel safe. The additional lighting is welcome as are the improved ramps and wider sidewalks

This is the much preferred option. As a DT West owner & resident this roadway is what connects us to the Beltline. When I need to make a larger grocery purchase I would need drive many many more km just to get to my local Coop or Safeway. This is best for resident access & safety.

no input

Use sidewalks they are for moving people you are making downtown a disaster to move around and will choke it off for a small return that makes you feel good

Raised bike paths vs protected with bollards.

Could existing lane be protected by curbs or flexi posts? Winter clearing is currently awful too.



don't bother with the short term plan as the cost of materials keeps rising and putting off the full construction will only lead to higher costs

All short term options are feasible

Physically separated bike lane, pls.

Networks are important for active modes to work. Please show how this active modes only space would connect to train and other MUP's and other active mode utilities.

Please go ahead with this plan.

Cutting the car lanes is idiotic. Whoever is advancing this idea should be fired

This is all you need to do but a footbridge might make it safer (i doubt it because the people who climb between railcars won't use a footbridge either

Please no.

Lighting in proposed locations a good idea.

Can we protect the bike lane better please?

Good stuff making things more accessible and safe for pedestrians and cyclists.

I don't care for it. Is it just paint or are the bike lanes physically separated?

These are great pending a rebuild. The only concern is the super long wait to cross 9 Ave; there are so many lanes there, surely they can have longer red lights. People waiting inside climate controlled cars shouldn't have priority over those outside on foot or wheels.

Better pedestrian crossing is not important

Anything to improve the crossing at 9th Ave would be a godsend. Specific ideas: a pedestrian advance signal for crossing (all directions) and sharper curbs or other devices (bollards?) to slow vehicles turning onto/off of 9th Ave.

NA

Extend the protected lanes all the way to 12th ave.

Paint is not infrastructure

no painted bike lanes please. only separate

Extend the wheeling lanes all the way to 12th. Why would you not connect it to the existing cycle track it's only one block???

Cycle lanes need to be protected and should connect with 12th Ave. Why would you stop them a block short...that makes no sense



Please consider some kind of vertical separation to protect the bike lanes, even if it is only flex posts. Do not need two NB vehicle lanes on the 9 Avenue SW approach, if that helps with clearance.

No.

Consider sharpening the streetcorners and moving the pedestrian crossings further away from the vehicle intersection so that vehicles slow down when they turn right and stop earlier, increasing pedestrian safety and visibility.

Close to vehicles to get traffic patterns used to it not being available.

Don't bother spending much money on short term improvements if those improvements are just going to be ripped up for the long term solution.

Add arrows to the bike lanes. There are quite a few cyclists who ride the wrong way on the 11th Street bike lanes. Long shot, but can CP not run trains through here during peak traffic hours?!

anything will be an improvement here

Good plan

Prioritize the bike lane paint. Add bike lane bollards, these are cheap and huge benefit for safety.

Why do anything short term, get the project going and save the money on these minor temporary improvements. It's been like this forever, don't waste money on temp interim things.

Just do this.

Better visibility looks great

Protect the 11st bike lanes with curbs and flexi posts

No

This is a comment for #5, which did not allow me to check off more than one box.

is there pedestrian access while trains crossing? could you insall pedestrain overpass. I drive this street everyday and there is high pedestrian traffice

Doesn't do much for a terrible, but highly trafficked pedestrian and cycling/wheeling corridor
. not important .

Short term, widen the walking paths(sidewalks) and extend the bike lane barriers you have from between 17th and 12th St all the way to9th ave

Simple traffic barrier to "remind" drivers to stay the heck out of the the painted bike-gutter. Green paint just makes it hard to have grip on bike tires and doesn't mean anything to the jacked up pavement princess rolling coal downtown

I think the proposed short term solution is a good recommendation, and I agree with it.



why? just do the final plan

Remove bike stop sign North bound at 13th ave - there's a crosswalk light for those moving by foot but no stop signs for cars- why must bikes stop?

Painting the wheeling lane is dangerous, if an engineer signs off on this I will report it to APEGA as unsafe design. We know this isn't safe infrastructure and it shouldn't be built anymore. Curbs for protection can be install easily.

Bollards not just paint for the bike lanes. Fix degraded parts of sidewalk and asphalt.

The painted wheeling lanes on 11 St should be protected with posts and/or bollards. It should've been added when in 2015 when the pilot bike network was implemented.

That works

Wide sidewalks with even surfaces, benches, and shade will make this space more accessible and safe for pedestrians and cyclists, and will protect people who get stuck behind the train here in the summer. It gets HOT here and there is no shade! Very dangerous for old folks.

We should add separated cycle lanes all along 11 Street - painted lanes not good enough.

don't spend money unless it's a final solution, stop wasting money

Make them happen right away. Sensible, simple and low cost.

The all modes alternative plan is the only plan that makes any sense. We live in the inner city and walk to most of our destinations, but there are times that you need to drive to a destination. The last thing we need is for the city to be made even more automobile unfriendly than it is already.

Including no right turns on red at all intersections in the short term would be very helpful for the safety of people not in cars... especially cars turning right onto 9th Ave from 11th St.

Make the wheeling lanes safely separated all the way from the river path to 12th Ave.

Small curbs to separate the cycle lanes here would be appreciated. I cycle by here about once a week and this portion of 11 Ave is the most dangerous.

I like how they "need" new signals. Are people just more [omitted]? Look both ways before you cross the street-did brains become non-necessary?

Protect the bike lane with barriers, I'm tired of almost getting killed by inattentive drivers!

11 Street Southbound at 10 Ave - advanced turning phase of signal prioritizes cars over pedestrians and is way too long. Make protected turn shorter and put at end of signal cycle to prioritize pedestrians. 11 Street @ 9 Ave - make 9 Ave signal phase shorter. Wait times to cross are super long.

Total waste of money

No



Widen wheeling lanes or close to vehicles completely with temporary barriers

Protect the bike lanes with concrete barriers at the corners.

Pilot closing the road to vehicles to better assess the feasibility of an active modes underpass.

Separate the bike lanes to make them safer, give cyclists the advanced green

Would be nice to have a bike turn box from NB/SB 11 st to WB/EB 10 ave respectively so turning with traffic lanes wouldn't be necessary.

Add a light for train on 11th so that those who want to turn right can stay in the lane but those who are wanting to continue straight can know there is a restriction and move over to continue flow of traffic.

The 9th and 10th intersections should look like the 11th/13th Ave. Big extended corners and protected(temp) bike lanes.

The bike lanes need barriers as paint is not a safety alternative

None

Prevent shot cutting through the current Staples parking lot.

There is no need. The people that are not obeying the train traffic lights/gate are still going to go around them.

Place some simple parking curbs along the bike lane to properly separate modes.

Like most things with the City, you're planning on spending a ton of money for something which will be redundant when the proper work is done. Take the hit and do it right the first time!

Spend less time and money on all these proposals and studies and just build a simple underpass like was done at 4th street a few years ago and start it tomorrow!

ensure that wheelchairs can easily cross the railway tracks. It's a long way around to the next Crossing!

Moving the tracks would be the best option

Please align all crosswalks with sidewalks so that people can walk straight across rather than have to meander. For example, walking along 11 St to cross 9 Ave.

None of these are ideal (as expected for a stop gap solution). Small costs for safety are reasonable, but the focus should remain on the long term plan.

Short-term I would like to see the north and south 11st bike lanes across the tracks connected.

Ditch the bike lanes and make it 4 vehicle lanes. Build a bike lane beside it instead of closing existing lanes. Stop being [omitted].

Don't widen the sidewalk so much that you reduce all lanes down to 1 each way.



The bike lanes should be protected with white reflective traffic delineators. Pedestrians and cyclists should also get the cross light 10 seconds prior to the light turning green for vehicles to avoid incidents.

If there was a way to show people waiting there how long the intersection will be blocked by the CP lines that would really improve things. People get impatient and try to cross over the stopped trains. If you could put a digital sign on 9th and 11th saying it was blocked by a train it may help.

No

No

No catwalks!!!!

The city needs more trees and vegetation, there are a ton of spots in the city that are made for them but the city has never replaced or cared for them. While I do think being able to see is important we must also move or replace the vegetation.

Can you say pointless waste of time and money?

they dont seem to cause harm

I travel on bicycle through there regularly and feel it is fine the way it is until the Alternate Plan underpass is built.

It's kind of wild that these recommendations were made in 2016 and we're only now proposing real solutions in mid-2022.

Don't waste any taxpayer dollars on short term improvements. If changes are imminently required then just move up implementation of the final solution!

No

Please add protective barriers to the wheeling lane. My family and I actively avoid this bike route because we do not feel safe. These improvements do not address this.

If an underpass is being built, just close off 11St for car access at start of construction and leave it like that. What is important is maintaining ped/bike access through construction period as detours would be too far.

Underpass? More like underwhelming. Not a fan of this alternate plan.

As seen, the city already has plenty of dreary underpasses for vehicles, this could become a destination if done right

Please don't go to the effort & expense to build an underpass below the CPR tracks and then not allow vehicles to use it.

Add additional advance train crossing sign further west on Bow to allow drivers time to change lanes. Make a right turn lane onto 11St - there's room from parking lots.

Short term recommendations sound like making the design friendlier to speeding.



create a dedicated, separated bike lanes on 11st sw the whole way.

Separated wheeling infrastructure is essential for this location. Close one lane of traffic and create a two way cycling lane.

The short term recommendations are terrible. 3 of them are 'paint' something. Paint is not infrastructure! Some studies have shown that painted bike markings actually make streets less safe. Please do better.

Please separate the bike lanes with concrete barriers as a temporary measure (like 3rd ave downtown). This stretch of 11th can be very scary to navigate by bike right now.

Improve bike lane safety by converting to cycle tracks with temporary materials. This could include removing one lane to make more room for active modes.

Social Media Comments

Facebook

June 8-15, 2022

[Omitted]

I cannot imagine how anyone considers closing down four lanes of traffic that are open 95% of the time and by so doing make traffic flow better downtown. Yes, there are other underpasses we can use, but these are already busy.

I have never seen the sidewalks in this area crowded with thousands of people that would need bigger ones. In fact, if we're going to have buildings in this area, wouldn't it be good to put in a bylaw that would make them have above ground track crossings. These would be safer and warmer.

[Omitted]

[Omitted] I lived @ 9th and 9th for 15 years. I used this crossing almost daily as does anyone else who lives in this area. As the area grows and new apartments/condos are added, this will continue to be a vital crossing. It needs to continue to be open to traffic and an underpass needs to be added!

[Omitted] People in those towers walk to work and should be given priority. Not everyone is a lazy driver, this city has enough roads.

[Omitted]Wow, so a sidewalk is not enough?

[Omitted] the other 5 underpasses aren't enough?

[Omitted] With all the one way streets in the downtown area, it can be a challenge to get in and out sometimes. 11th Street is a two-way and is also a good corridor for anyone coming from the beltline to get to Bow Trail. Why would the city remove that when the west side is about to start building up?



[Omitted] So people have some park space in that area, not everyone wants a freeway through their front porch.

[Omitted] There is a park right there already. And who wants a park with a main rail line running through it?

[Omitted] Can we have a project team that gets GONDEK to RESIGN

[Omitted] explain how this has anything to do with any mayor past or present. Mayors have 1 vote on council.

[Omitted] has to do with her imposing her personal beliefs and prejudices on us and this cities core industries that built and support this city her job is to do what's best for this city and the people and imposing that is not what's best for this city and its citizens if she is unable or unwilling to do what's best for us RESIGN and take her WEF handlers with her

[Omitted] and this somehow relates to a rail crossing. Lol. Take a pill [omitted].

[Omitted] don't care you do realize that Calgary has the highest unemployment rate of any city in the nation with oil at 100+ a bbl that should not be tell her to do her job or RESIGN I don't care what the post is about RESIGN GONDEK RESIGN

[Omitted] lol. Don't think things are all that bad but wishing you the best.

[Omitted] lol out of touch a little are we it seems a number of people agree with me

[Omitted] cheers!

[Omitted] umm. The lowest unemployment rate in almost a decade now.

I guess you didn't get the memo.

[Omitted] still the highest in the country hmmm oh yeah oil at a 100+ a bbl double hmmm

[Omitted] ha ha ya missed one

[Omitted] I would but I have a pos of a mayor

[Omitted]I see I rattled some cages good that tells me volumes

[Omitted] Never fails, does it?

[Omitted] I have yet to meet one person who voted for her. Weird huh?

[Omitted] Lol.

[Omitted] that be best project

[Omitted] whom would you replace her with

[Omitted] I would definitely support that project. And many others as well!

[Omitted] then go vote.



[Omitted] always do.

[Omitted] Forget the overhead rail!! It's in a slow moving area and there are alternate route if you get stuck behind a long train. Do NOT use my tax money on this when there are URGENT needs and while everyone is still recovering from the impact of COVID and now the impact of inflation. The City Council needs to tighten their belts on spending like the rest of us'.

[Omitted] it is much needed. Sometimes, when I bring a train into town I'm 11,000ft long. Occasionally we are not permitted into the Alyth yard right away and are forced to stop on this crossing even though we try our best to avoid that scenario. When I stop, I have no idea who might be doing something stupid and climbing over my train. People have gotten injured and even killed when we start to move again and they're crossing over or under our train. This isn't just about an inconvenience to traffic, it's about public safety. Also, regarding it being slow, we can be doing as much as 40km/h. Even at that speed and with the tonnage we weigh (sometimes 28,000 tons) if we have to stop in an emergency, it will still take us a while to come to a complete stop. We also get pedestrians still crossing there when gates are down, or people driving around the gates when they're down.

[Omitted] Thank you for giving your perspective to the challenge. Much appreciated. I do worry about financing it!

[Omitted] Rush hour at 11st. I see what [omitted] is saying

[Omitted] People are [omitted], teach your kid to disregard personal safety with a 15000 ton train.

[Omitted] yikes! What if someone tripped? The kids would get the Darwin Award belonging to the parent(s)

[Omitted] This is overdue. A freight train should not be clogging traffic in the downtown core. Maybe they should stop funding urban sprawl instead, or maybe they shouldn't cancel arena deals, only to spend a ton of money on finding ways to get an arena deal lol

[Omitted] It is perhaps time to talk with CN/CP and get the tracks routed around the city instead of through it.

This is 2022 after all.

[Omitted] good luck. It's federal jurisdiction and those gears move SLOOOOWWWLLYYY

[Omitted] every journey starts with the first step.

I'm pretty sure there is a proposal created already.

[Omitted] Huge \$\$\$\$\$ between the environmental impact studies, and the Nimbies it'll never happen.

It'll like cost in the area of a \$2-3M per mile.

I guess a guy can dream.



[Omitted] they're still figuring out stuff from the 1970's.

[Omitted] you sir have said the dumbest thing on the internet today. Here's your trophy

[Omitted] oh?

That's the best you got?

Come one now..you can do better than a mere ad hominem..or can you?

<https://everydaytourist.ca/.../y5hignp7ckhp77r1g4nmmbv092...EVERYDAYTOURIST.CA>

[Omitted] the city was literally built around the railway and we have customers right in the city that still need servicing directly at their factory or warehouse.

[Omitted] born and raised Ogden boy here.

But thanks for typing to mansplain.

[Omitted] I'm not attempting to mansplain anything, just pointing out how ridiculous your comment is.

[Omitted] That would cost more than our last 3 mayors spent combined!

[Omitted] Won't Happen with the Main Yards in Alyph . Another thing remember the Railway built this City. They were here first so you move.

[Omitted] not always the case.

Look at TO.

[Omitted] CN has already moved their main yard from the 50th Avenue area, SE. Don't expect CP to move or change tracks. Calgary has already had to spend money to work around CP at the Glenmore Trail / Ogden area which is probably the best project ever in a long time for Calgary. The other go-around project was the over pass over the CP tracks at 52 St. and 96th Ave SE area. CP is Federal and have already made it clear that they were here first and no intention of spending for alterations.

[Omitted] what yard is that?

[Omitted] where are you proposing it go around the city? There's a reason they ran it down the river valley to begin with. You certainly can't go north. And good luck crossing the reserve with a rail line to the west. Perhaps some pixie dust and a magic wand will help.

[Omitted] your lack of reading comprehension is rather sad.

[Omitted] you claimed it should go around the city. So tell me your route. There's nothing here that proposes a viable route because there isn't one that wouldn't cost 10s or billions

[Omitted] again.. go back and read the comments.

Or are you just here to point out the conclusion I already came too days ago?



Don't t be a can't.

(Sorry "can't" sounds as close as I can get without a FB sanction).

[Omitted] y'a since they built the country and cities around 125 years ago with the track guess they don't own that property. What a [omitted] comment.

[Omitted] ain't going to happen.

[Omitted] Some on council want more trains in downtown to carry passengers. Some don't even like cars.

[Omitted] have you ever looked at a map?... Ever?

[Omitted] sure. Why do you ask?

[Omitted] billions and billions and billions of dollars.

[Omitted] the city had an opportunity to do thia in the 70s and squandered it . The cost of just moving the turn table is now in the billions . And thats not moving any tracks .

[Omitted] We should not have any traffic blockage in downtown area and it makes sense to have underpass to cross this railroad.... Sometimes it takes about 20 mins and during winters it is too much inconvenient for pedestrians..

[Omitted] How about is we look both ways before crossing?

[Omitted] As a west end resident this is the model we voted for. It's great to see others did as well.

[Omitted] Our city would raise the Train crossing then clog the street with bike lanes

[Omitted] Well since drivers dont want cyclists on 'their streets' whats the alternative? It has been mentioned above that there are several alternative crossings for drivers nearby, but the local area is not well served by such alternative routes for pedestrians or cyclists, so perhaps come up with a better idea and share it, or, perhaps dont be so - brash.

[Omitted] if cyclists paid for a license & took lessons on how to ride on a road & road safety, maybe. I have NEVER seen a cyclist stop at a stop sign and seen a couple almost get hit by a car. Then they proceed to yell at the driver of the car for it.

[Omitted] What I'd like the City to do is nothing. Gondek would screw up ordering a pizza, and the safest thing the City of Calgary can do for the people who live here is absolutely nothing. No one moves, no one gets hurt, we all carry on.

[Omitted] you don't have to be nasty

[Omitted] Actually I do... A little truth in politics is long overdue.

[Omitted] How about fixing all the pot holes around the city, an example the horrible road right in front of St. Francis High School, that has been a disaster from several months now. Another



example how about resurfacing 5th Ave N.W. between 14 street and 10 street as this one is a mess.

[Omitted] First question. Who was there first? The city street or the railroad. Of course it was the railroad. Who designed the community that grew around that railroad? Of course it was the city. Now our city who have hired all sorts of experts who can't do their job without hiring consultants, then asking the citizens for input think the railroad should be moved???? This mayor and council can waste more time and money then most politicians. Took them three days of council meetings to decide on a 'city bird'

[Omitted] They're not talking about moving the railway. They're looking at options related to the at-grade crossing. Options like underpasses which exist at all the other crossings.

[Omitted] trains cause gridlock and delays in cities.

[Omitted] One train is worth over 200 trucks for cargo. The train stays. This country needs more trains, not just for intermodal shipping but personal transportation.

[Omitted] I said nothing about taking the train away I said trains cause gridlock and delays. Maybe they could make a train bridge and have an underpass like the rest of downtown.

[Omitted] what do you expect from birdbrains?

[Omitted] Is there not a city planner?! Or does this mayor need to virtue-signal every time she turns around?

[Omitted] How is engaging the public on underpass options "virtue-signalling" exactly?

[Omitted] because they don't listen to the feedback anyway. It's simply a waste of everyone's time and money. The city already has an agenda and a plan.

[Omitted] These land developers need to stop. We built this city to drive. Why? Because this isn't Europe and we have the room. You cant move in this city in a reasonable amount of time without a vehicle. We spend 6 months of the year below 10 degrees... people dont walk far in the winter. People drive, we have to continue to accommodate that.

[Omitted] have fun paying \$2/L every time you leave the house just to be stuck in gridlock on infrastructure that will cost more to maintain than it will earn in property taxes. I want a city built to not need a car, where everyone can get around regardless of age or ability

[Omitted] why shouldn't we make it easier for EVERYONE to get around? In an auto, going an extra 2 blocks because a train is blocking this crossing is no big deal. On foot, it's a much bigger issue.

Lots of people walk or bike year round: I've only driven my kid to school 7 times in 8 years. I put only 9000km on my car in a year and over 800km on my bike. I lived at 13th Ave & 14th Street SW for 2 years when I went to SAIT & I walked to & from the LRT everyday and sometimes all the way home from SAIT, even when my backpack weighed 35lbs - this was the only crossing available on foot. I didn't have a driver's license at the time.



Every person who is enabled to walk or bike is one less auto on the road to create air pollution, take up space on the road, and cause potholes & deterioration, making the roads safer, more comfortable & less congested for those who need to drive. Why are you opposed to that?

[Omitted] It's been there probably a hundred years. Cars can take other routes. SAVE hundreds of thousands of dollars and do NOT DO.

[Omitted] The roads in the City of Calgary are a disaster and they're worried about a level crossing. Just drive around and take a look at the Dismal conditions that are now everywhere you go on the roads. It amounts to negligence

[Omitted] Find " Not Just Bikes" and " Climate Town "on YouTube. Watch the numerous videos on how about improving our environment , neighborhoods, cities, and planet for a healthier future with improved urban design for our next generations . (More of this less of this ...)

[Omitted] If you like those channels, check out "Shifter" its in the same vein, he's even partnered with Not Just Bikes on a video in the past. Based out of Calgary.

[Omitted] thankyou

[Omitted] Absolutely love these proposals. As the west end further densifies, addressing this crossing is critical.

This crossing causes dangerous backups onto 9th, and results in pedestrians taking stupid risks as they climb between stopped train cars to cross.

I'll certainly be in attendance for this one.

[Omitted] The biggest issue with all of this, was the lack of City Planning going back approximately 40 years. While the Federal Government enacted the initiative, Calgary decided against rail relocation, and as a result has continued to struggle with band-aid solutions and mounting costs at this location. With an ever increasing budget, the troublesome corridor has needed congestion and safety improvement for most of its existence. Trying to make this work to satisfy the needs and/or wants of all by cramming in vehicle, pedestrian, and cyclist access will not correct the problem. The area is too narrow to satisfy all. Instead of combining, a completely separate and dedicated cyclist and pedestrian thoroughfare should be/have been top priority. The entire system as has been designed up to this point, is mostly band-aid, and has created nothing but pinch points and congestion at multiple locations throughout the downtown core. this is hardly conducive to reducing carbon emissions. 12th Avenue, 14th and 15th are all band aids, and I am waiting for the inevitable injury and fatal accident to happen. If you want to see the absolute signage-heavy visual mess and claustrophobic conditions created thus far, travel between 19th and 14th street on 12th avenue SW. To cram in a bikepath, the city has destroyed my neighbourhood. There were other options that would have been much more cost effective, and allowed for seamless cyclist commutes, with little to no stopping (no mans land adjacent to CPR right of way). 11th street will likely be very similar. But it doesn't truly matter what the public says, the chances of actually being heard for any deviation from what has already been planned, will be next to nil. Does an underpass need to be created? Yes. Should it try to be everything to everyone? A resounding no. It's already been proven to not effectively work.



Condition of newly poured (2021) sidewalk corner - SW corner 12th Avenue and 15th street. The City will not even begin review until 2023 - The cement did not make it through the winter, and they cannot be bothered to have a crew come out and replace it. This is directly adjacent to my property:

[Omitted] you should learn the difference between cement and concrete.

The condition of the ignored sidewalks between 14th and 15th streets on 12th Avenue, while all the rest of the infrastructure on the same street was replaced for the bikepath.

[Omitted] IMPORTANT NOTE: I am a cyclist. I am a pedestrian and a motorist. The conditions left for the residents of the community shows a complete lack of care and respect for my neighbourhood by planners, the mandate was to bulldoze through the bikepath, regardless of the residents it affects. There were alternate routes that could have been used (as I stated above) that would not have had any negative impact on my community, and been able to properly meet the needs of ALL. I can only imagine how fun 11th street will be.

[Omitted] no one is ever going to make you happy. You are a malcontent.

[Omitted] you've completely bored me.

[Omitted] Yup, most people ignore Sunalta. We're used to it.

[Omitted] Last question - what community do you live in? Call me curious.

[Omitted] That's your answer? Your disrespect is astounding.

[Omitted] Couldn't agree with you more. Their "public consultation" exercises are no more than that. I don't know why they even bother asking us. By the time they do, their plan is usually in place and ready to go! I'd be surprised if any clear-thinking citizen could have come up with the current disaster for bike lanes in the beltline. It's horrendous on so many levels.

[Omitted] - my mistake and the contractor's must be one in the same!

[Omitted] As a part-time cyclist, I avoid 14th and 15th cycle lanes at all costs. It is too tight, and actually dangerous in some areas. Too much risk of injury on narrow streets that work designed to play double duty. I would rather bike north a couple of blocks, and take the much better, purpose designed by claim that is a long the bow river.

Author City of Calgary – Your Local Government

Hello. Please provide the specific address nearest the concern and your daytime phone number. At that time we can submit a service request to notify Calgary Roads for review and response. Thanks you.

[Omitted] City of Calgary – Your Local Government and it will promptly be ignored.

[Omitted] Planting grass in November, because of course it will take root for next spring.

[Omitted] When I leave my yard, this is the quality of the work that was done when replacing the grass, and taking away a parking spot, with no alternative given by the city.



[Omitted] One vehicle pulled up onto the Boulevard, and numerous pieces of sod which obviously had not routed into the ground, were pulled up... And the City of Calgary – Your Local Government Will not be reviewing this until 2023. Let's talk about respect for neighbourhoods after you completely throw the area iinto disarray...

[Omitted] shouldn't the rail way company have to fund the cost since its their train? we pay for the roads upto the track they pay for the tracks on ground or above ground they put them there Maintenance should be their issue

[Omitted] Hooo boy...

[Omitted] in a fantasy world I would agree. Railways were given supreme powers back in the day and they retain it today.

[Omitted] they were there first. They do maintain it, but they aren't responsible for spending money to create an underpass for other users. The CPR is completely fine with maintaining the gates, lights and bells, but if we want to have unfettered access across the tracks, it's up to the city to do that.

[Omitted] Since it's close to the Kerby Center where a lot of seniors go I suggest including them in the conversation perhaps by providing them with MS Teams phone number for your meating, so they can join in the conversation if they want to do so, without having to use a computer.

<https://support.microsoft.com/.../add-a-dial-in-number...>

Author City of Calgary – Your Local Government

[Omitted] Hi there, anyone interested in attending the virtual open house can dial in as well. The conference ID is provided in a follow up email once you register for the event.

Author City of Calgary – Your Local Government

[Omitted] Apologies but we provided the wrong information - it is not possible to dial in with MS Teams Live Event on this occasion. We will, however be posting a video of the virtual open house after the event on the project page www.calgary.ca/11StUnderpass.

ENGAGE.CALGARY.CA

11 Street S.W. Underpass Functional Planning Study

[Omitted] Just keep waiting taxpayers money. Lousy mayor and council

[Omitted] Whoever thought it was a good idea to exclude vehicle traffic from the recommended plan should be fired.

[Omitted] same person who gave us cardboard straws at McDonald's

[Omitted] Many great comments. Will the City listen. Doubt it. Is public engagement really public engagement. Not sure.

[Omitted] Save the money for next winter and then MAYBE do some proper snow removal



[Omitted] I mean we'll almost all need at least SUVs soon with the sheer number and depth of the potholes anyway what's a bit of snow with that?

[Omitted] How about a traffic circle on either side of the tracks so you can turn around and go use an underpass nearby when there's a long train and otherwise just keeping it open, maybe a level two sidewalk if there are going to be lots more apartments going up nearby. Otherwise, why spend a lot it functions great most of the time as is.

[Omitted] Thanks for reducing four lanes to two lanes. Progress on bringing the city to a grinding halt with expensive infrastructure. Get bent.

[Omitted], google what traffic induced demand is.

[Omitted] Ah ha - working WITH Calgarians - mmmmmhmmmm - I don't think so.

[Omitted] I would have thought no underpass would be built after 2013. Having said that I know the railroad hates anything that restricts the height of their loads. I do not believe there should be any level crossing in Calgary including the LRT. Dig a trench and put both the railroad and the LRT over top of it.

[Omitted] If it is done try to include a natural light area maybe we can see the trains pass overhead !

[Omitted] I like how you prioritize walking in your presentation. This is a good thing, as it is difficult to imagine an attractive city of tomorrow without good walkability and public transport.

Too bad we have too many "Karens" who are stuck in the 1960s and oppose these changes.

[Omitted] This right here. Want to revitalize downtown after 6pm? Increase the appeal of walkability and transit!!

[Omitted] That's when the drugs, and lowlife come out , and locals leave .

[Omitted], it's the other way around

[Omitted]???? I am a pedestrian and transit user on a regular basis. There is great walkability and transit options throughout the DT.

[Omitted] downtown Calgary is one of the better city to walk around, the problem is that after 6:00 pm no one want to be there let alone walk around.

[Omitted], three problems:

- not everyone can and should live downtown
- the city is not only downtown
- you indicated the last one

Also if you think downtown Calgary is some kind of an exemplary case, I encourage you to go to Paris, Amsterdam, Prague, and Kopenhagen.



[Omitted] I been in Europe and you cannot compare Calgary to any of those cities, also most them do not have cold weather like we do. Calgary downtown build for work only . That's why most people won't even drive near downtown let alone go there for pleasure.

[Omitted], Helsinki and Oslo send their regards.

"Calgary downtown builds for work only" — that's the problem. Also, Calgary's downtown (due to its density) subsidizes other Calgary neighbourhoods when it comes to tax money.

You can watch this video to get the idea — <https://www.youtube.com/watch?v=7IsMeKI-Sv0>

I spoke with the City about that, and although they didn't have the numbers, the trend is the same.

But that's ok. Other cities have revitalized their downtowns, and I bet Calgary is also capable of doing that. Because you can't indefinitely rely on urban sprawl and car dependency to solve your problems.

So your argument is an indication of a problem, not an excuse.

YOUTUBE.COM

Why American Cities Are Broke - The Growth Ponzi Scheme [ST03]

[Omitted] you sound like a Karen

[Omitted], as they say, when you look into the abyss, the abyss looks into you

But also, if that doesn't make sense to you, doesn't mean you should leave a personal comment.

[Omitted] typical leftist that calls people names when they don't agree with their vision or ideas. Your views represent less than 10% of the population. You got your bike Lanes Now you want to shut down road a major road that is utilized by all of Calgarians. You think 14th Street and 17th Ave are bad now, if you close down 11th Street to traffic those two arteries will just be clogged.

[Omitted], it's interesting how you associate political affinity with car dependency.

I can be very much a conservative and see what car dependency has done to American cities.

[Omitted] Real conservatives would ride bikes and not spend billions on expensive car-centric infrastructure

[Omitted] Canada is a big place and if you live in a smaller city you don't have great transportation. Nor is there great transportation between cities. You would know that if stepped outside your bubble.

[Omitted] you mean Kens



[Omitted] Over the past year you have been concentrating on how to remove all our rights and freedoms and enslave us so how do you expect me to even consider you had time to think of something else

[Omitted] what rights and freedoms did the City take away? Please be specific.

[Omitted] figure it out

[Omitted] if you can't explain it, you obviously don't know.

[Omitted] blocking you

[Omitted] This is a total waste of money.

[Omitted] It's a railroad crossing. Train comes, you wait. No need to change anything. Lots of other ways around anyway. Please do not spend our tax money on this.

[Omitted] the problem with this particular crossing is the wait typically doesn't result in one or two cars stopped. Because trains often come to a full stop at this crossing, you can have situations where dozens of cars are backed up deep onto 9th Avenue, causing a situation as dangerous as it is inconvenient.

It was easy to ignore this crossing when most of downtown west was commercial and industrial, but traffic in the area has increased significantly in the last 15 years. It's time for a fix.

[Omitted] I live in the south and I use this crossing in my car regularly to go to work in the west end of the core. I can tell you from first-hand experience that it has been essentially the same at this location for the last 20 years. It's a hassle when a train comes. But three blocks west is an under-pass on 8th street if you don't want to have to wait. I have yet to see a dangerous situation. Are there specific safety statistics to justify the spend? If you want to improve north south traffic get rid of the lights and flexible posts that were added to the 8th street underpass 5 years ago. They have effectively narrowed the useable roadway and have forced city busses to take-up both lanes. The lights and flexible posts are now damaged and eyesores and cause actual damage to vehicles and arguably present a danger to all road users.

[Omitted] The changes to the 8th street underpass are their own bad decision. They must have had some data showing cars running into the walls, otherwise the flexible posts are absolutely mind-numbing. That was bad design.

As far as 9th & 11th wrt traffic, the issue isn't so much N-S, but is exiting eastbound traffic from 9th onto 11th (something that isn't an awful lot better via the lefthand exit at 8th). That's not to mention the terrible decisions taken by pedestrians when a train is at a full stop at that intersection.

Also, when I say it was easy to ignore 15 years ago, it was because the area was largely transitory prior to the development of the various massive Pointe-of-view developments on 6th. Now that residential density has increased significantly in downtown west (something likely to continue), and in the beltline south of the tracks, this intersection is pulling double-duty; it's now both a community connector used by families to walk their kids to daycare and a traffic corridor for you to commute to the office.



There's a reason people who live and pay tax in the community have been complaining about this crossing for years.

[Omitted] You may not have observed dangerous situations there but I've seen pedestrians literally climb over the couplings on stopped trains to get by. It's also not a very pleasant location to be on foot. It would be nice to see it improved.

[Omitted] I lived at 13th Ave & 14th St SW for 2 years and walked to the LRT everyday: if there was a train there, there were no options for me but to wait. You might not mind waiting, or going around, in your cozy warm car, but what about a pedestrian with a 35lb backpack, or with a baby, or who uses a wheelchair to get around? This crossing *is* an issue not just because of the congestion it creates but because it is dangerous. I lost count of the close calls I saw as motorists, pedestrians and cyclists raced the train to the crossing, or pedestrians climbed between cars.

[Omitted] one of the main concerns seems to be that pedestrians are held up by trains. The practical solution would therefore seem to be to install a pedestrian/cyclist overpass. Eliminating the roadway is a terrible idea.

[Omitted] Should have been done years ago. Just like Stony Trail.

[Omitted] Let's put [Omitted] on it.

[Omitted] Bigger sidewalks is simply a spend of unused budget. Same thing in 37st sw. When I questioned it they gave me an excuse that people complained they did not feel safe walking there. All 20 people each day?

[Omitted] Don,t matter to me i have gone electric, bike only.

[Omitted] If it ain't broke don't fix it. There are so many areas that need attention and this isn't one. I use this intersection most mornings on my commute.

[Omitted] Why dont you fix sidewalks, such tripping hazards

[Omitted] Just adjust or change a little all the street parking lots all over the city, most car are parked almost at the corner of the street, so when you turn to your left or right you can't see if there's car coming from any direction because of street parki...

[Omitted] Plant some trees, make a park instead of another apartment tower

[Omitted] Meanwhile, Edmonton moved the rail yard out of their city center around...20 years ago...

[Omitted] Oh let's make it a huge unless bike lane!!!

[Omitted] Can you list the names of the Calgarians so we can confirm they know anything about your claim. Thanks

[Omitted] fix the freaking roads in my Hood then we shall chat 3 foot holes and calls and nothing done in a very needed fix Rose mount !!! wake up [omitted] at city hall. There are far more



issues all Caused by your policy that make the roads in my hood dangerous to drive on !!! this is an issue no question but you have far bigger problems than just this intersection!

[Omitted] would you like to join this? Hahahaha

[Omitted] hahahahaha possibly, maybe get some answers finally

[Omitted] Always the same corrupt small talk. How much money is been stolen from tax payers? Why people don't realise that we don't need more politicians. They are all corrupt. I believe AI can do a better job. At least any software that is well developed could manage and make decisions. Anyway, the whole world is corrupt. There is no more future for the human kind.

[Omitted] You must be a riot at parties

[Omitted] Bill 52.

[Omitted] Under ground please

[Omitted] I would like to know how much money the city paid the so called artist from GERMANY to paint that in our downtown??? Dont we have artists in Calgary??

[Omitted] I like this junction, it gives our city a small town vibe. The sign you put up that warns of train approaching is plenty good

[Omitted] I mean Vancouver has had a sky train that doesn't block any lanes of traffic since the 80s. Surely we can figure out the same thing.

[Omitted] Why?

Facebook

June 16-23, 2022

[Omitted] You need to consider all Calgarians not just the ones downtown. A pedestrian route only will prohibit those of us that want to access that area.

[Omitted] . no it won't . drive on 14, 8 or 5 street .

[Omitted] If I'm coming off of Bow bottom Trail, I'd much rather have 11th St. open!! [REDACTED]

[Omitted] a very large number of people who live on the residential streets here in West Connaught would rather you use a different route .

[Omitted] I don't turn onto 11th to go down your residential streets! [REDACTED] And considering the amount of retail and commercial space in that area, I'd think it would be of benefit to your local economy as well! All closing 11th is going to do, is bring more traffic through those residential streets when people backtrack to get to the area that has been closed off! [REDACTED]

[Omitted]. detailed study reveals otherwise . West Connaught contains more primarily residential area than the other parts of Beltline . hence West Connaught is more residential and has less commercial area than Beltline neighbourhoods to the east . hence reducing traffic, i.e. making it more difficult to drive around, is a positive for the neighbourhood note: i say this



as a partially disabled old person who must drive everywhere it is not untoward to ask that vehicles, both passenger and delivery, adopt a slower and more careful way of navigating a high density urban neighbourhood . an active mode only underpass on 11 street will help .

[Omitted] good explanation. Cheers. Whatever comes of it, I will just have to adapt.

[Omitted] Well my tax dollars for all of us having access to 11th St. not for just a few.

[Omitted] actually not true . paying your real estate tax does not provide you with access to 11 st, or any other street for that matter . [omitted] .

[Omitted] So why are we paying property tax(not real estate) if we can't access our streets. Since taxpayers are the ones paying for the public roads they are entitled to use them in Calgary, not a select few.

[Omitted] literally hundreds upon hundreds of services . roads is only one . and using 11 st with a car is a tiny portion of that one . paying your taxes does not give you some special right to use 11 st by car . that's a ridiculous thing to think .

[Omitted] same with all traffic..total waste of money

[Omitted] Should be an all modes underpass there. What is with Calgary and its apparent attack on vehicular traffic? People live and work downtown, yet they're doing everything they can to make sure it's impossible to get downtown.

[Omitted] it's just revenge for 100+ years of car dependency

[Omitted]....we have a virtue signalling (read "useless"), corrupt (read "paid for by developers) council....in my opinion. Attacks have been ongoing since Nenshi....

[Omitted] Nenshi was mayor, sometime since 2015 when the UN started the 'Strong City' initiative, Calgary became a member! So is Edmonton!! Calgary became quietly linked to the UN and it's Agenda 21. The tendrils of this Agenda are spreading throughout the world. It is this reason that Gondek declared a 'climate emergency' almost immediately upon being sworn in! There is no 'climate emergency', but this gives the City the same 'justification to spend taxpayer's \$\$\$ at Trudeau-like speed. The only emergency is a Gondek emergency! Please pass this on so that Calgarians realize that our Freedom is truly in Jeopardy.
<https://strongcitiesnetwork.org/en/cities/member-cities/>

STRONGCITIESNETWORK.ORG

Member Cities - Strong Cities Network

[Omitted] Calgary voters must FIRE Jyoti Gondek. Most useless mayor EVER !

[Omitted] I actually think she's doing an ok job, but I don't agree with everything she or city council does.

[Omitted] Jyoti GONGDek Jyoti Gondekis totally unqualified. For anything. Takes the biggest share of her advice from her kid at the dinner table.



[Omitted] How could it possibly be acceptable that my community of West End be eliminated direct vehicle access to services of our neighbouring community the Beltline?

[Omitted] it's not. That's why I'm saying this underpass should be an all modes one.

[Omitted] a retired teacher, no? I would expect a better debat, then the above drivel.

[Omitted] meh ? What you calling drivel ?

[Omitted] Gondek is great at virtue signaling!!

[Omitted] I have heard talk in the past of trains being re-routed out of downtown

[Omitted] would never happen...

[Omitted] ummm and how would people get to work and school downtown? Would never happen amd if it did than this city would officially be the [omitted]

[Omitted] there was talk years ago about rerouting CN train tracks out of downtown, maybe after that horrible accident in Quebec?

[Omitted] I think people forget that the tracks were there first and we built around them

[Omitted] What did Edmonton do with their downtown rail yard?

Hint: It's the Grant MacEwan Campus now.

[Omitted]. it's is just that, talk . been going on for decades . a favourite of planning students . anyway, not gonna happen . and not really a good idea for that matter .

[Omitted] What was the point of your selfie?

[Omitted] you are hearing things?

[Omitted] nothing lately, it was years ago but the talk was of reclaiming all that prime downtown land

[Omitted] Right? I live in mission, 11 blocks from the tracks, and yet historically my neighborhood was owned by CP rail who were basically gifted it by the Canadian government to build a railway to the West coast. Interesting.

[Omitted] what CN tracks?

[Omitted] the national train tracks that run through downtown

[Omitted] All modes of travel please.

[Omitted]. blimps?

[Omitted] why not, everything seems go these days. You have to be inclusive.

[Omitted] <https://nationalpost.com/.../airship-flight-from...>

NATIONALPOST.COM



'Airship' flight from Vancouver to Seattle may be on horizon — just don't call it a blimp

[Omitted] This city council doesn't care to listen to citizens' input

[Omitted] they just give the perception of listening but end up doing what they planned in the first place

[Omitted] City wants people to live and enjoy downtown, but everything they do keeps people away

[Omitted] Why can't it just stay the way it is. I use 11th Street all the time and it is not a problem.

[Omitted]. not a problem for you, i guess .

[Omitted] I drive a large construction vehicle downtown. I have 4st Se 5st SW and 11St SW as cross over routes into downtown from the South side. Explain how this can now be done safely and without loss of time ?

[Omitted]. you lose a little time, that's how .

[Omitted] awesome ! I want you as a boss or Customer.

[Omitted] On which planet did the idea develop that people in the future would not have personal vehicles?

[Omitted] All travel modes must be included!

[Omitted] All modes, please!

I'd prefer to not wait for trains.

People won't need to hear the clanging signal.

Emergency services response times decrease (we don't die)

The bike lane underpasses are safe and fun.

Gardens along sheltered sidewalks?

I can drive a stretch Hummer through there too?

[Omitted] All modes please, pedestrians have sidewalks, but we need vehicular passage ways as well.

[Omitted] Just put a footbridge in there... Though that won't fit in the plan to develop the various car parks into more empty office space.

[Omitted] They should of did this in marbourgh years agoway way too much concrete in the NE green spaces are disappearing!!!!

[Omitted] right now it's an "all modes" level crossing.....maybe we could just save 15 mil and build a walkway over for the humans that are scared of trains....Christ sakes!

[Omitted] It's too short a distance between avenues 9 and 10 to put underpass



[Omitted] This is nothing new, there has been underpasses along that section for many decades.

[Omitted]. nope . the engineering has been done .

[Omitted] Who are these key stakeholders?

[Omitted]. Beltline residents in West Connaught for the most part .

[Omitted] this is the wrong way to collect input because people who are close by are going to tend to be walkers and pedestrians. The survey information would therefore be biased against motor traffic. Suggest you do the survey again but ask as many people who live too far to walk to this crossing and then see how the results look.

[Omitted] Your idea is common sense, so it'll never happen at city hall.

[Omitted]. precisely . the survey is biased to favour the needs of those who live in the neighbourhood . as it ought to . by area and pop density, West Connaught is the most residential and least commercial part of Beltline . vehicles -- both passenger and delivery -- should justifiably adopt a slower and more careful way of navigating the area . how fast and how easily are not the primary consideration . basic urban . i say this an an old and partially disabled resident who himself drives everywhere in centre city by necessity . . . too many motor vehicles moving too fast makes urban neighbourhoods unlivable and dangerous . those of us too far away or unable to walk must simply slow down our travel by vehicle .

[Omitted] The city planners are forgetting that more electric cars are going to be on the road and moving from one place to another. Shutting down streets and making them pedestrian only clogs what's left of the traffic grid even more.

[Omitted] Here is a thought why not have the trains go under the traffic, taxes up the wazoo on all government levels and nobody exerts their influence to do something that would make traffic flow better and safer. Sick of going into underpasses and having to hit the brakes hard because there is stopped vehicles just out of sight because of the angles of the road.

[Omitted] Oh, I'd say NOT waiting for a 1km long train an improvement of traffic flow. A near zero chance of a train/vehicle/pedestrian collision IS safer.

[Omitted] basic engineering tells us that moving trains up or down from a level crossing takes kilometres of grade for clearance, just ride the C-train west out of the core for an easy lesson

[Omitted] City council has been meaning about getting people to come and shop downtown but everything they do makes it harder for that to happen. I hate coming downtown now.

[Omitted] It is not broken, so don't fix it using our tax \$. This tax and spend mentality at city hall needs to end. Capital was spent already recently on side walks and paving. Give your head a shake! No mention of cost but this is another big waste of money when taxpayers are already fed up with the complete lack of frugality which causes higher taxes. Fix some potholes, clear snow are necessary, this is clearly not.



[Omitted] It's not the city, it's the railway. CP could close any level crossing at any time since they're the land holder and the railways rights were enshrined at Confederation. Same thing in Inglewood, that road to Ramsay is closed and will never re-open.

[Omitted] CP Rail has PULL.

[Omitted] The railroads had rights before Canada had a Charter.

[Omitted] Seriously! A level crossing is a historical part of growing up in Canada . How else are millennials gonna figure out most things ship by rail not Amazon , without the misery of waiting 20 minutes for the train to cross! Or does that mean more time on social media while waiting in their Tesla ?

[Omitted] This is a major access artery for the west Beltline from 9th Ave. If you limit this to pedestrians only you push the access SIX BLOCKS down 9th Ave to 5th Street! Not EVERYONE is a pedestrian. Also this level crossing is the only place large commercial vehicles over 13 ft can cross. FYI a standard trailer height is 13'6"

[Omitted] haha still trying to figure out why they are ripping out perfectly good sidewalks that are pretty much zero maintenance to put in asphalt (regular maintenance) - how is this greener, it's an oil product / so stupid

[Omitted] RS Fife city unions need job security

[Omitted] ridiculous waste of money

[Omitted] The solution is the city should negotiate with CP and move the line out of downtown. It had been discussed before.

[Omitted] Criminal Activity WILL Increase and Flooding WILL Occur...

[Omitted] most comments were against doing anything here and now the city is going to waste money on somrthing that isn't a problem

[Omitted] I agree with you, [omitted]!

[Omitted] I agree with you as well!

[Omitted] It is a problem if you use 11th street (and many people do). Trains back ALL traffic up. There's been times where I've waited 15 minutes and the traffic backed up is substantial. I personally think the "all modes" is the correct decision.

[Omitted] go 3 blocks to 8st

[Omitted] I use this street on the daily , why change it at all there's absolutely nothing wrong with it, we don't need to create another area for the homeless and drug addicts to hangout and scare off ppl like every other park near downtown

[Omitted] so your solution is to block this major intersection from traffic?? whose idea was this?

[Omitted] Another project which builds for today, but not for much more increased usage as West Calgary is developed and more folks moving into the West of Calgary. This needs to



become in the overall plan of developing to the West where the new folks will be settling in the future. Why do you think the previous Mayor is busy building tall towers in Sunalta and other areas in West Calgary.

[Omitted]. it is part of an overall plan -- the Centre City Plan . look it up .

[Omitted] not sure how you got to recommending a no vehicle option for this. should replicate 8th ave

[Omitted] If anything has to be done, why not just do an overpass for the trains? Couldn't that be less expensive?

[Omitted] Rail lines in Canada are Federal government. Municipalities or provinces are not allowed to make any changes to the rail infrastructure or scheduling.

[Omitted] understandable, but that is disappointing. It would be better to see some flexibility and willingness on behalf of the federal government to problem solve and find solutions with local governments.

[Omitted] Both rail lines are private companies, regulated by an international body, the federal government and still have to abide by provincial and city edicts (e.g. no horn zones) So not really correct on any part there. But for the original comment, no, that...

See more

[Omitted] Actually, that comment was correct me

The rail lines were here first

They have the right of way, and the municipalities must pay for and maintain all rail crossings

[Omitted] I dont know what the heck these people smoke, they just dont get it

[Omitted]. or perhaps you don't get it .

[Omitted]

[Omitted]. don't we all . imho, the big problem with the city budget is the high salaries at city hall.

[Omitted] we won't see any numbers

In my view Calgary mayor and council are infatuated with big shiny projects and faux climate fixation rather than dealing with the too real emergencies of mental health, drugs and crime, not to mention the basics of maintaining sidewalks for example that see people walking on residential streets because of tripping hazards

[Omitted] and before you jump on me regarding the climate crisis it's incredibly misleading to say that what we do in that regard will in any way influence local impacts

[Omitted]. that too . i call it 'stick-to-the-knitting' . in large part the city does well on the basics, but still overpays city hall staff . as for Her Intersection Highness's 87 B\$ climate thing, the city doesn't have the money . so they'll hire a bunch more people to write reports .



[Omitted] When??? When are the road taxes that cars pay be use for cars??

[Omitted] As a resident of the West End I am hopeful the City will make the right & practical decision of moving forward with the "All Travel Modes" traditional underpass design rather than the non-vehicular. This is the only roadway essential in connecting the West End to the Beltline and our necessary amenities. With endless green space only a block away at Shaw Millennium Park & along the Bow River Pathway, vehicular access is more necessary in this instance.

[Omitted]. as a resident on the Beltline side, i hope the active mode only underpass goes ahead.

[Omitted] What makes this your preference?

[Omitted]. because of a permanent injury, i pretty much drive everywhere in centre city . regardless, i prefer the active mode only underpass because it will reduce vehicular traffic -- and hence noise -- on residential streets south of the tracks . it will also increase pedestrian safety and make the neighbourhood more attractive . 14, 8 and 5 streets are sufficient for cars + trucks . most downtown drivers need to be slowed down, and improving facilities for pedestrians and bicycles is the right thing for a densely populated urban environment .

[Omitted] I appreciate your POV but disagree that 14th & 5th Street are sufficient vehicular access for West Ed to Beltline for emergency vehicle access or service for residents.

I walk to work & to most amenities downtown but when I do drive I utilize 11th Street every, single time. Fully supportive of having an underpass which of course shares access for vehicles, pedestrians & bicycles.

Uncertain of the rationale that eliminating vehicles on 11th will decrease traffic noise in the Beltline. The closure will result in increased volume on 11 & 12th Ave and the need for vehicles to drive longer & greater distances to access the Beltline.

With endless green space along the Bow & Shaw Park what is the demand for an underpass gathering spot? Without being monitored it actually sounds like a vulnerable late night spot.

[Omitted] have you not seen a worsening trend in our city the last few years? a trend that is over looked, dismissed and ignored? this is an underpass, you wanna place a green space there, "t will also increase pedestrian safety and make the neighbourhood more attractive" it will sit under train tracks.. do you know who will be using this green space? once you learn and see who will be using it, will you still call is safe I wonder? when you have bodies in all states of impairment lying around with tin foil all over the ground and needles everywhere? some virtue signalling people may wish to swear at me here, but the fact are what they are. your vision will become your nightmare. no one will feel safe to walk under it esp at night.. you will be in a struggle with the city to try and get them to "clean" it up and they will say show compassion they need to do it somewhere

[Omitted] People complaining about these kind of project costs don't bat an eye at new development at the edge of the city. Do you know how much money utility extensions cost, not to mention the roadways infrastructure? How about things like the ring road? This is a drop in the bucket compared to the several mega projects that we have going on let alone the projected



costs associated with the next slate of applications to get rubberstamped at council this month. Just no perspective or sense of scale.

[Omitted] Bad idea to eliminate cars. Too far for a destination from others in the downtown.

[Omitted]

[Omitted] Less humans less problems just sayin stop over populating the planet

[Omitted] Stupid

Facebook


June 27-29

[Omitted] An underpass is definitely needed here but it should be kept as multi mode since making it pedestrian only would effectively cut off that community (can't remember the name right now) from the rest of downtown. Also making it pedestrian only would make other roads even more busy as people would be forced to take alternate routes.

[Omitted] the train cuts off the community from the rest of downtown. Motorists can drive an extra block to cross the tracks without difficulty.

[Omitted] You are correct, Steve. This is the only roadway essential in connecting the West End to the Beltline and our necessary amenities. With endless green space only a block away at Shaw Millennium Park & along the Bow River Pathway, vehicular access is more necessary in this instance.

[Omitted] except it's not necessary for autos to cross here, as this road is currently being blocked for up to an HOUR at a time now. Motorists can ****easily**** drive 3 blocks east to cross at 8 St or drive 3 blocks west to access at 14 St - both which already bypass the train tracks.

[Omitted] it's 14th St. 8th Street 6 "City" blocks with no acces across the tracks. This underpass 10000% needs vehicle access.. do you live in the area??? Probably not.. 

[Omitted] I did live in the area, and WALKED everyday, with this being the only place I could cross the tracks. For a motorist to go 3 blocks in either direction is literally not an issue. Stop whining about having to push your foot down for 15 extra seconds.

[Omitted] the only time it is ever blocked that long is when something has happened such as an emergency. It is illegal for us to block a crossing. If we do, we have to be moving within 5 minutes of the arrival of a vehicle or as immediately as possible for emergency crews.

[Omitted] Do you actually think name calling & placing the laughing emoji on people's comments is an effective way to convince concerned Calgarians to get on board with this plan? Besides being contrary, you have yet to provide one benefit as to why we should be in favour of this road closure.

[Omitted] 15 seconds it can take upwards of half an hour at different times of the day to get from 14th St. to eighth and that's awesome that you could walk but some people need their vehicle



for work and or can't walk so stop your whining about an area that you don't live in now^(OBJ). 9th is extremely busy and getting worse. 11th access being stopped would be a nightmare.

[Omitted] What names did I call anyone? You can gaslight all you want, but the fact is that it's simply not that difficult for motorists to go around, which is why the City is prioritizing a non-auto space.

[Omitted] regardless of whether it's illegal or not, it does happen. Or did you think that the MANY reports of pedestrians climbing between cars after waiting an excessive amount of time were made up?

[Omitted] I work for CP. I'm a Locomotive Engineer. I'm aware how often it happens, which is not very often. Yes people do climb the cars, and yes people get injured or even run over by doing so, and [omitted] drive around the gates and occasionally get smacked which is why we need the underpass.

[Omitted] While the current train crossing is unacceptable, it does not permanently block vehicular traffic. In fact, when I drive to leave West End I access 11 St every, single, time. What is the appetite for green space below an overpass when we are surrounded by open space?

The "All Travel Modes" option is a win for all in allowing for vehicles, bikes & pedestrians. As such The City should make the right & practical decision of moving forward with the "All Travel Modes" traditional underpass design rather than the non-vehicular.

[Omitted] not to mention, if vehicular access is taken away, that restricts emergency vehicle access either side of the crossing, which to me is a safety issue.

[Omitted] I lived at 14 St & 13 Ave for a couple of years: where is this "open space" of which you speak?? There's tons of room for autos, and plenty of accomodation for autos: there is very little space for humans to exist outside of autos in this part of downtown.

[Omitted] I've owned in West End for a number of years & restricting our community access to the Beltline is unsafe & impractical. There are a number of real parks rather than under pass hang outs in the general area including: Shaw Millennium Park, Bow River Pathway, Connaught Park, Thomson Family Park

[Omitted] making a singular train crossing impassable to motor vehicles does not "restrict access" to the community.

It's really interesting that your idea of "a number of real parks" are either on the opposite side of the train tracks or MANY blocks away: why are you really opposed to more park space? Is it just too awful for you to have to drive 3 blocks more in order to make more space for humans to enjoy outside?

[Omitted] I am all for more practical green spaces in the Core but not at the expense of eliminating the only direct access to our neighbouring community.

The money would be better spent investing in bridging the disparity along Stephen's Ave, 8th Ave & Mewata Armory to attract more interesting business in the area.



[Omitted] I disagree. It's often easier to just take 14th between the two if you're over there.

[Omitted] if the proposed underpass is pedestrian/bicycle only, that restricts emergency vehicle access either side of the tracks, which becomes a safety issue.

[Omitted] I guess. 8th street is really close and, if a train is going through, you're already restricted there.

[Omitted] It doesn't matter what the taxpayers want. The city will look at all the suggestions and pick the dumbest one. Then insist they did a comprehensive survey.

[Omitted] The city actually never listens to the citizens they simply do what they want! I have been to several "community events" put on by the city where they ask the community members what development they would like to see approved. In every situation, the city floods the event with city employees who vote for what the city wants. They have decided what is going to happen long before any community engagement is done!

[Omitted] at least they feel good about them self,they asked,Wright?????even though they already decided.

[Omitted] You believing in your conspiracy theories doesn't make it real.

[Omitted] This is really a non issue item when the money can easily be put to better use like trying to improve the transit system .

Compared to other big cities we lag so far behind

[Omitted] Better have vehicle access or another reason to disparage Calgary planners and councillors.

[Omitted] Howe much is that going to cost for the tax payers????

[Omitted] Other's are only concerned with what they want , NOT COST , Is this part of mayors 82 billion \$ green plan ?

[Omitted] actually I believe the recommended option also the least expensive.

[Omitted] If you ask the businesses around there. They would most likely say leave it as is.

[Omitted] where is the survey?

[Omitted] I think it would work well, traffic there often jams up and when the train hits it backs up all the areas around it. It's unfortunate to loose another side street but given it can be a problem sometimes for an hour in the mornings and evenings as trains shunt and move back and forth, turning it into something different could be very interesting.

[Omitted] Did I read this right? The city wants to block off ANOTHER main street that allows communities to be together?

[Omitted] I assure you, there's nothing about closing this train crossing to autos that would "create separation" between communities on either side. It would actually provide a space for people to get together.



[Omitted] how are they supposed to “get together” without their cars? Are you picturing people walking in from the suburbs to, I don’t know, have a dance party on the train tracks? Meanwhile, everyone on the north side is cut off from the grocery store, and everyone on the south side is cut off from the office supplies store.

[Omitted] it's really sad how unaware you are of the number of people who either don't own an auto or actually choose not to drive everywhere, as well as the number of people who live mere blocks from this intersection. Sounds like you need to get out of your auto and learn a little more about the humans around you.

[Omitted] Learning more about humans? We are an aging society. How do you grocery shop on a bike? How does this help cut down pollution if you have to drive several blocks to get from point A to B if you have mobility issues? Seems Silly hall wants to totally destroy the downtown with their "pedi/bike" ideas. Sure go green, see all stores close down in the beltline/down town core.

[Omitted] proof that you don't know what you're talking about, right there!!!

I've done many grocery trips on foot or on bike and I don't live downtown. The intersection in question won't be affecting people's grocery shopping. Speaking of pollution: do you think it's better for autos to idle for 5-40 minutes waiting for a train, or drive 3 blocks?

[Omitted] I'm very happy that you have the ability to walk/bike. Some of us can't. So that's a 4th place where I can no longer shop/enjoy the unique atmosphere. I'll just be more isolated. I foresee a Calgary that will only allow young, athletic people and not be inclusive of all people.

[Omitted] a 4th place that you can't go? Do you drive to a road & train intersection now??? LOL You're completely welcome to drive to the grocery store, or anywhere else in the Beltline if you so choose, and will continue to be able to do so, even if this road becomes auto-free. You'll just have to drive a couple more blocks to go around a new park, which people WILL walk or bike to, because there's *tons* of people in the area who can and do walk or bike for transportation.

[Omitted] And tell all those people out in the suburbs to leave their cars at home,, because Calgary Transit is a safer alternative. They are trying to encourage people to come downtown, right.

[Omitted] the changes to this intersection aren't intended to be a draw for people from the suburbs, but go ahead and try to make the conversation about something absolutely completely irrelevant.

[Omitted] there are so many pedestrians here. If you live in this community there's no way you would be driving across this short section^[OBJ].

[Omitted] both are important.

[Omitted] Being this downtown, it's not a community for just the people that live nearby. But then again the city already has a plan and will not listen as they do not in most other cases^{[OBJ][OBJ][OBJ]}.



[Omitted] You already have the plan in place like every other project in this city. This is just a formality or a tick in the bureaucratic text box to get the preconceived plan in motion. Just tell us how you are going to screw up the downtown a little more than it is.

[Omitted] It should be done sometime before but still not let. Calgary is a fast-growing city and needs to be upgraded frequently. Specifically this corner of the town makes the city look unattractive. Waiting the longest cargo train to cross within the heart ...

See more

[Omitted] Why ask for input when you the City already know what you are going to do! Lip service 101

[Omitted] The city of Calgary has a long-standing history of wasting money on these sessions, then turning around and ignoring what everyone has to say

[Omitted] everyone

[Omitted] I've never understood why the City of Calgary doesn't develop a short form technologically driven (voluntary) plebiscite wherein taxpayers and the good citizens of Calgary could select (by way of voting) which option they would endorse. The technology does certainly exist that would permit more meaningful results that are less costly than the disingenuous (and shrouded in mistrust) "Engagement" process. Moreover, once the technology and process is developed it could be used on a micro (neighbourhood) or macro (city-wide) scale to guide the councillors in their decision making. If this municipal council were truly "progressive" (dictionary meaning rather than the political meaning) they would be investigating more meaningful ways to interact with taxpayers or citizens rather than wasting time, and resources, on municipal birds, building murals, climate emergency and other colossal time wasters.

[Omitted] As long as you don't keep making traffic problems worse by turning roads into bike lanes, more green space is usually nice.

[Omitted] This is exactly what they will do. They don't listen to anyone^[OBJ]

[Omitted] During downtown rainstorms, this is one of the better crossings as the underpass doesn't flood. Not sure if it can have better pumps to handle the rain surge compared to existing (eg. 5th avenue).

[Omitted] waste of money by council again.. not needed as there is an underpass 2 blocks away

[Omitted] your opinion should be noted

[Omitted] I watched the last presentation online, and that was cool.

Congrats

on opening it to the public.

[Omitted] wow do you work for the city . . You're the only person on here that's positive for this and commenting against everyone else that's negative^[OBJ]



[Omitted] Underpass may lead to traffic just before 7th Avenue gate for the LRT as that would lead to traffic coming in from both 9th Ave and 10th Ave straight into 8th Ave and 7th.

It's better to leave it as it is as it surely gives an old feel to the city with the rail gate.

U have a underpass 2 blocks away which s good.

At first I too felt there should be a Over bridge or a underpass but later felt that would lose the charm of this place of the city and traffic would build up as we have a co-op on one end and a rail gate on the other side of the road .

Money should be saved and rather a better signal or better gate system without much errors over the past few weeks as obersverd would be a better option.

[Omitted] Just another way for the city to shut down more road surface, and will sell it as a great idea for walking and wheeling, along with places to sit

[Omitted] Ya pull the new Arena and new Football stadium out from here because of Stampede Board lobbying, and still think there is a pedestrian/traffic underpass needed where there is minimal traffic??

And a pedestrian LRT overpass nearby,

[Omitted] "Thank you for your suggestion, but that's outside our current mandate"

[Omitted] So you close the crossing to car traffic, push ppl 2 blocks east to only plug up other roadways. Sounds an awful lot like the genius moves done here in Ramsay. Close the crossing at Spillar closing out a section of the community, move all traffic 5 blocks East sending it through a retail district where a large chunk of people walk, then send traffic to 12th but rather than keeping that road free and clear you remove one lane south bound for bikes and walkability. .

[Omitted] I would like to see zero crime, no homeless people, addiction and mental health handled, and adequate police and firefighter funding

[Omitted] The city has talked this rail crossing to death since I was at Connaught school from 1950 to1959 still nothing ever done about it

[Omitted] Underpass would be nice. Hate waiting for the train, while I'm trying to get to another train.

[Omitted] All aboard the engagement train.

[Omitted] The comments are mint - thanks for some giggles ya'll. Preach!!

[Omitted] Yessssssss!

[Omitted] So.. Calgary already won awards and has had their design copied for the last underpass they built.. why spend more money redesigning a new one? Just use the same one.

[Omitted] You ask for input, but your site will not allow our comments to be recorded.



[Omitted] It is not needed. Many more options via underpasses. Stop wasting money on unneeded projects. Trains have a schedule post the schedule daily allowing traffic goes to understand the best option.

[Omitted] A green space for all the crack heads to enjoy!

[Omitted] The rot runs deep apparently. a pedestrian underpass jfk..

Twitter

June 17

Love it!! Building more roads isn't the answer. It just promotes more traffic and congestion. Let's build a beautiful space that links the LRT and the belt line.

Replying to [@yyctransport](#) and [@bikecalgary](#)

Love this design 🥰

Replying to [@yyctransport](#) and [@bikecalgary](#)

I vote NO for this Plan as a Driver we need more road specially at Beltline area.

Replying to [@yyctransport](#) and [@bikecalgary](#)

cc [@alexbozиковic](#)

Replying to [@yyctransport](#) and [@bikecalgary](#)

Love it!

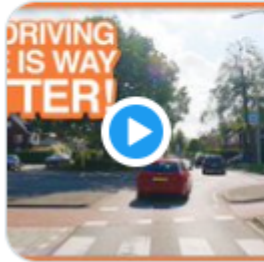
Replying to [@yyctransport](#) and [@bikecalgary](#)

This would be so fantastic and help to ease the congestion in the core at rush hour.



Replying to @yyctransport and @bikecalgary

Lots of people will stop driving if you give them a safe alternative like this 🙌
With all those “other people” off the road (not you, you’re still driving), the streets will have less congestion & fewer bad drivers (they’re biking).
Explained here 📌



youtube.com
The Best Country in the World for Drivers
The Netherlands is famous for bicycles, and putting walking, cycling, and public transit ahead of cars. ...

It’s true. I bought another bike yesterday. This one will hopefully break my need for commuting to work. 30 days and it should be a habit.

Future plan will be to get a cargo bike. Not really sold on cars anymore. I hope my son grows up to feel the same way.

Car owners rejoice.

Replying to @yyctransport and @bikecalgary

Step down cost more/ degradation need more design for storm water drainage and snow issue/ the high loading for the railway means more cost than a people bridge cross above the railway / I am afraid the railway cross@above my head but little bit comfortable on it

[Image omitted]

[Omitted]

[Image omitted]

Replying to @yyctransport and @bikecalgary

If they want a park in this area, why don’t the city just turn one of their 50 empty gravel parking lots along the north side of the train tracks, adjacent to 9th Ave, into a urban park?! Another stupid plan by CC to turn a busy road into a park



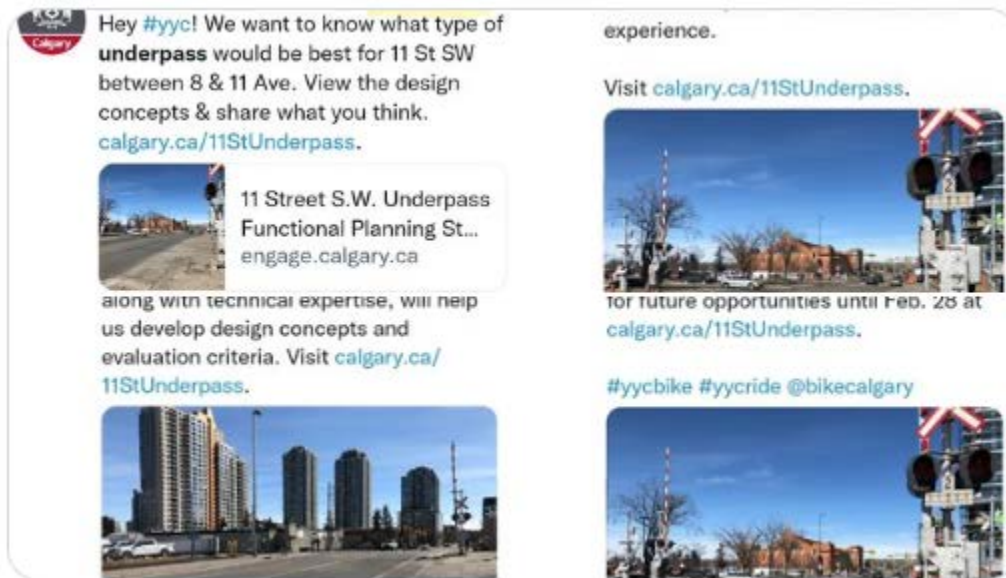
Dude, click on the link. There is an alternative.

Replying to @yyctransport and @bikecalgary

Yes please!

Replying to @yyctransport and @bikecalgary

#yyccc, why is this only getting attention now just 2 weeks before input closes & at the end of June? The Transportation Department is out of control & needs to be reigned in. The needs of 99%+ of Calgarians are not being met. Bring in new people & severe ties with Bike Calgary.



Replying to @yyctransport and @bikecalgary

It's good. But for the love of God please stop building infrastructure out of wood. You NEVER include the yearly maintenance and numerous replacements required in to the costs...

Replying to @yyctransport and @bikecalgary

As a beltline resident and cyclist, this looks awesome! Nice job @yyctransport



11 Street S.W. Underpass
Functional Planning Study: Explore Phase
Public Engagement: What We Heard
August 2021

Replying to [@yyctransport](#) and [@bikecalgary](#)

Since when is Bike Calgary running the transportation department? As a daily user of this road for decades this has to rate as one of the most egregious plans ever put forward by this car hating department. [#yyccc](#), kill this plan!