



11 Street S.W. Functional Planning Study

Explore Phase

Public Engagement: What We Heard
August 2021

Project Overview

11 Street S.W. provides a vital link between the Beltline and the downtown west-end across the CP Rail tracks through downtown Calgary.

With the recent closure of 8 Street S.E., it is the only remaining at-grade crossing in the centre city and sees significant use by people who walk, wheel and drive as a key crossing point to access parks, grocery stores, restaurants, commercial amenities, apartment buildings, and offices in the surrounding area.

Through this study, we will determine the future design of the 11 Street S.W. rail crossing, and understand what changes are required to improve the area for people who walk, wheel, drive, and take transit.

The key objectives include:

- confirming network connectivity, determining geometry and cross section, developing active modes and roadway profiles for the crossing, reviewing access management, and planning the CP Rail bridge;
- 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 is 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.

In compliance with public health recommendations at the time, engagement for the Explore phase was online. Between June 14 to July 5, 2021, there were 1,523 unique visitors to the engagement page for the project and there were a total of 334 submissions.

Engagement opportunities 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, a sounding board, and road-side bold signs placed near the study area.

What We Asked

Six designs were developed using input gathered during the first phase of the engagement, Phase 1: Discover, which took place in February 2021. Please visit calgary.ca/11StUnderpass to learn more about the design concepts presented for input in Phase 2: Explore.



Summary of design concepts

Below is a summary of the design concepts moving forward. Details will be provided on the following pages.

Design concepts 1 and 2 provide an underpass for all travel modes (for people who walk, wheel, take transit, and drive).

Design concept 1:
All travel modes underpass



Design concept 2:
All travel modes underpass with enhanced public realm



Design concepts 3 and 4 provide an underpass for active travel modes (for people who walk and wheel).

Design concept 3:
Active travel modes underpass



Design concept 4:
Active travel modes underpass as a destination



Features consistent among all design concepts:

- Accommodates the CP Rail expansion to four tracks.
- Retains the current elevation of the rail tracks and using an underpass to travel through the area.
- Separates facilities for people who walk, wheel, and drive.
- Adding lighting to enhance safety and visibility, and create comfortable space for all ages and abilities.
- 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 stormwater management.
- Private property may be required to accommodate a lift station to manage ground and storm water.
- Environmental management measures applied during construction.

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We asked participants to rank their preferences and describe their likes and dislikes about the designs:

Ranking

1. Rank these designs in order of preference.

- a) Design Concept 1 (for all travel modes, including public transit and cars)
- b) Design Concept 2 (for all travel modes, with an enhanced public realm)
- c) Design Concept 3 (for walking and wheeling travel only)

Design Concept 4 includes three variations for an underpass design that is an urban destination with space for inclusive and accessible community events, and suited to walking and wheeling travel.

- d) Design Concept 4A (includes space to play)
- e) Design Concept 4B (includes space for fitness)
- f) Design Concept 4C (includes space for art)

2. Rank your preferences for traveling through this area.

- a) Walking
- b) Wheeling (bicycle, skateboard, strollers, wheelchair)
- c) Transit connection
- d) Personal vehicle

3. Rank your choices for urban design elements for how you would use this space.

- a) Street furniture (e.g. benches, tables, bike racks)
- b) Space for play and fitness (e.g. playground or climbing area)
- c) Plaza, art and market space
- d) Trees / green space
- e) Moving through the space safely and efficiently

Online Survey

1. Design Concept 1

- a) What do you *like* or *not like* about Design Concept 1?
- b) How would you *improve* Design Concept 1?

2. Design Concept 2

- a) What do you *like* or *not like* about Design Concept 2?
- b) How would you *improve* Design Concept 2?

3. Design Concept 3

- a) What do you *like* or *not like* about Design Concept 3?
- b) How would you *improve* Design Concept 3?



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4. Design Concept 4

- a) What do you *like* or *not like* about Design Concept 4?
- b) How would you *improve* Design Concept 4?

5. Public and Private Realm

- a) What do you *like* or *not like* about the public and private realm examples next to adjacent developments? Tell us more about what else we should keep in mind.

6. Urban Destinations

- a) What do you *like* or *not like* about the urban destination examples for the active travel modes underpass design for Design Concept 4? Tell us more about what else we should keep in mind.

What We Heard

The key themes we heard through the public engagement in the Explore phase included:

Overall Themes

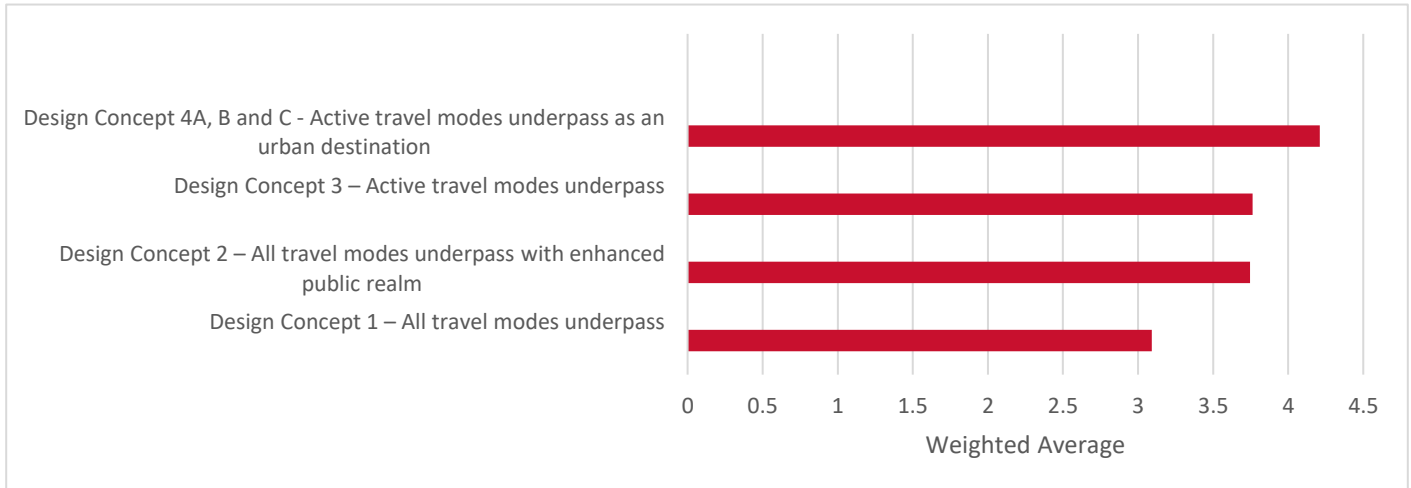
- Participant sentiment was mixed regarding traffic and vehicle access. Several participants want to see vehicle access maintained for community connectivity and emergency services; others expressed wanting to minimize or even eliminate vehicle access.
- Safety for people who walk and wheel as well as facilitation of movement for all modes of transportation are priorities for respondents.
- Design Concept 4A (includes space to play) was the top ranked design concept with emphasis on walking and green space. Though some concern was expressed that creating a space to stop and stay underneath train tracks and next to a busy roadway could be dangerous, not well-used, and/or attract undesirable social behaviour that made use of the underpass feel unsafe.
- Respondents want an area that is useful year-round and considers the different seasons that are experienced in Calgary.
- In terms of public and private realm space, the key areas of interest are to include greenspaces and trees as well as space for various forms of rest and activity.



Summary of Input

Ranking

7. Rank these designs in order of preference.



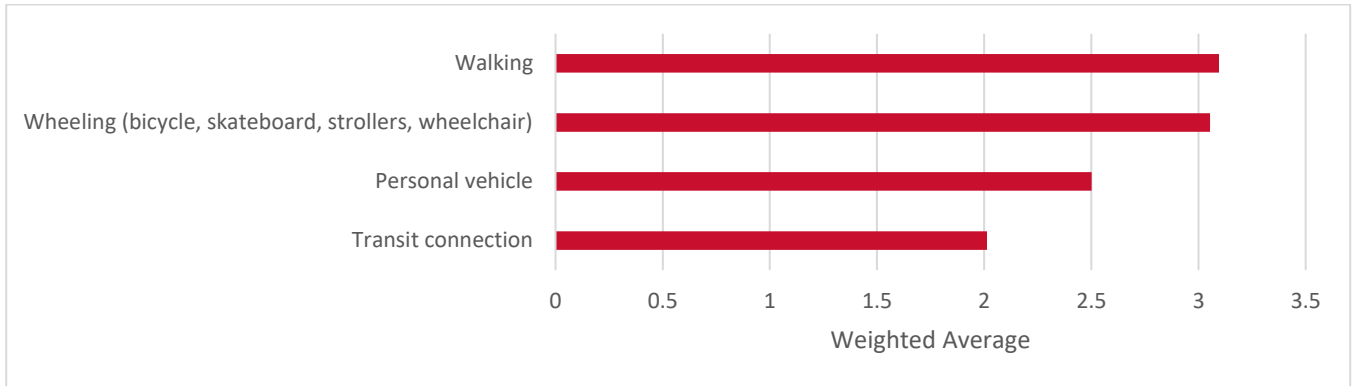
Design Concepts	Weighted Ave.
Design Concept 4A, B and C - Active travel modes underpass as an urban destination	4.21
Design Concept 3 – Active travel modes underpass	3.76
Design Concept 2 – All travel modes underpass with enhanced public realm	3.75
Design Concept 1 – All travel modes underpass	3.09



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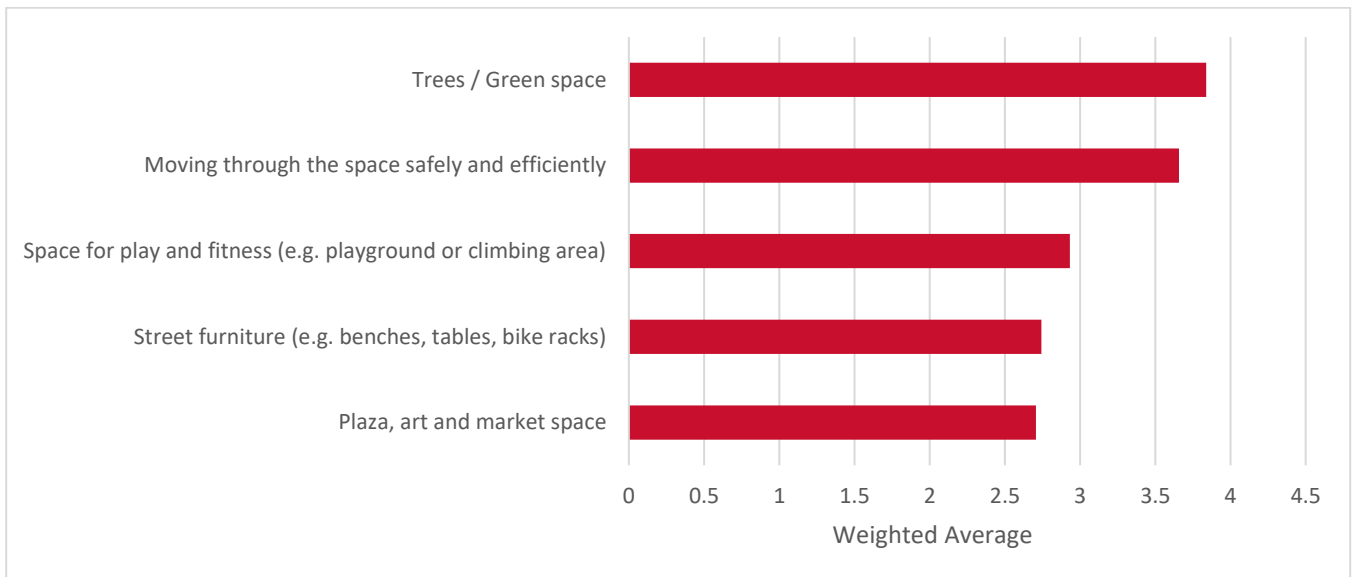
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8. Rank your preferences for traveling through this area.



Travel Mode	Weighted Ave.
Walking	3.10
Wheeling (bicycle, skateboard, strollers, wheelchair)	3.05
Personal vehicle	2.50
Transit connection	2.01

9. Rank your choices for urban design elements for how you would use this space



Urban Design Elements	Weighted Ave.
Trees / Green space	3.84
Moving through the space safely and efficiently	3.66



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Space for play and fitness (e.g. playground or climbing area)	2.93
Street furniture (e.g. benches, tables, bike racks)	2.74
Plaza, art and market space	2.71

Online Survey

1. Design Concept 1

a) What do you *like* or *not like* about Design Concept 1?

- Most respondents expressed concern for traffic and vehicle access, though the sentiment was mixed. On one hand, many participants wished to maintain vehicle access and on the other hand, many participants wished to minimize the focus on, and in some cases, eliminate vehicles in the area.
- A few participants felt that this concept would not be a significant enough change and wouldn't add much to the city.
- Several participants wished the design did a better job of supporting active modes of transportation.

b) How would you improve Design Concept 1?

- Participants wanted to see more trees and green spaces added to the concept design.
- Participants recommended reducing the number of vehicle lanes.

2. Design Concept 2

c) What do you *like* or *not like* about Design Concept 2?

- The sentiment towards vehicle access was mixed. Many liked that this concept allows through traffic to other communities, and access for emergency services, while others felt that this concept still prioritized too much space for car travel.
- Respondents appreciated the space provided for walking and wheeling, additional green space and liked the separation from vehicle traffic.

a) How would you *improve* Design Concept 2?

- Participants indicated that green space and trees are a priority, and they wanted to see even more of it in the design concept.
- Participants recommended adding lighting to increase safety for users of the underpass.



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3. Design Concept 3

a) What do you *like* or *not like* about Design Concept 3?

- Vehicle access in Design Concept 3 was the top concern. Many participants shared that this is a key route for vehicles and removing vehicle access from 11 Street S.W. would cause multiple issues, disconnect residents from 10 Avenue retail and recreation destinations, as well as connections to Bow Trail and Crowchild Trail. Alternatively, a number of participants liked the lack of vehicle access in this concept. Vehicle access in Design Concept 3 was the top concern.
- Many respondents indicated that they appreciate the improved safety and additional space dedicated to walking and wheeling.
- Several participants expressed they liked the added green space and trees.

b) How would you improve Design Concept 3?

- Participant suggestions for improving the design concept included adding in access for vehicles and adding seating.

4. Design Concept 4

a) What do you like or not like about Design Concept 4?

- Participants felt that removing vehicle access from 11 Street S.W. would contribute to increased congestion as it is a key route for vehicles. Alternatively, some participants expressed approval that space for vehicle travel was not included in this concept.
- Participants had mixed feelings about turning the area into an urban destination and public space. Some were excited about the idea, especially as a needed recreation space. Others were concerned about whether the space would be well-used or safe given its location, traffic and railway.
- Generally, participants felt that this design would make the area much safer for active modes of travel, particularly pedestrians and cyclists.

b) How would you *improve* Design Concept 4?

- Participants expressed a preference for separate and straighter paths for different modes of travel; they were concerned about conflict between pedestrians and cyclists, and creating desire paths to shorten the walk.
- Many felt that at least some vehicle access should be added.
- Participants liked the look of the design, some felt it needed places to buy food/drinks or shop, fountains and washrooms.
- Many repeated concerns about the safety and appropriateness of the location that they expressed in reference to the other designs.



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5. Public & Private Realm

- a) What do you *like* or *not like* about the public and private realm examples next to adjacent developments? Tell us more about what else we should keep in mind.
- Respondents indicated that green space and the environment are a priority for the public realm.
 - Participants liked that active travel modes would be encouraged and supported by the public realm.
 - Vehicle access had a mixed sentiment with a portion of respondents wanting more vehicular access and others wanting no through access for vehicles.
 - Respondents expressed wanting to use this space for various forms of leisure, making it an overall nice area to spend time in.

6. Urban Destinations

- a) What do you *like* or *not like* about the urban destination examples for the active travel modes underpass design for Design Concept 4? Tell us more about what else we should keep in mind.
- The “Play” (4A) design concept was a popular option and a number of respondents noted that the “Play” (4A) concept would be suitable for many ages groups. Others expressed doubts that the space would be used as a destination, though it might be a place to stop on the way to somewhere else if there was shade, and was clean and safe.
 - Some participants were excited about the idea of making the space attractive, adding colour, art or native plants and trees to the area. On the other hand, some felt that challenges in maintenance and upkeep of the design would have a negative impact on the area over time.
 - Respondents said that they want an area that can accommodate a variety of activities and some thought the design should combine play, fitness and art elements.
 - As with the other questions, a number of respondents expressed concern that the location would not be an inviting destination regardless of the design because of the trains, and that it would attract vandalism and people experiencing homelessness. Some thought it would feel unsafe, though lighting could help.

Next Steps

In the Phase 3: Reveal (December 2021/January 2022), we will present the recommended concept and use feedback from the engagement to refine and finalize the design and/or to address questions raised by the recommended plan for 11 Street S.W. We will share how input received in Phase 1: Discover and Phase 2: Explore shaped the evaluation criteria and recommended concept for the study.



Verbatim Comments

The following is a record of the feedback received by those who responded using the online Engage 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].”

Ranking

1. Rank these designs in order of preference.

Design Concepts	Rank						
	Weighted Ave.	1st	2nd	3rd	4th	5th	6th
Design Concept 1 – All travel modes underpass	3.06	61	39	7	5	9	122
Design Concept 2 – All travel modes underpass with enhanced public realm	3.72	65	52	11	10	117	3
Design Concept 3 – Active travel modes underpass	3.75	34	20	48	89	8	12
Design Concept 4A – Active travel modes underpass as an urban destination	4.52	79	51	42	25	17	11
Design Concept 4B - Active travel modes underpass as an urban destination	4.08	34	65	48	33	22	13
Design Concept 4C - Active travel modes underpass as an urban destination	4.03	27	57	72	43	11	13

2. Rank your preferences for traveling through this area.

Travel Mode	Rank				
	Weighted Ave.	1st	2nd	3rd	4th
Walking	3.10	100	114	44	15
Wheeling (bicycle, skateboard, strollers, wheelchair)	3.05	100	96	40	23
Transit connection	2.01	6	41	123	50
Personal vehicle	2.5	100	30	26	101



3. Rank your choice for urban design elements for how you would use this space.

Urban Design Elements	Rank					
	Weighted Ave.	1st	2nd	3rd	4th	5th
Street furniture (e.g. benches, tables, bike racks)	2.74	16	38	81	59	35
Space for play and fitness (e.g. playground or climbing area)	2.93	57	40	17	47	61
Plaza, art and market space	2.71	18	40	71	57	43
Trees / Green space	3.84	71	107	46	24	6
Moving through the space safely and efficiently	3.66	140	36	21	29	52

Online Survey

7. What do you like or not like about Design Concept 1?

Prioritized cars over people. Question: how important is this for moving vehicle traffic? Can 8th and 14th handle the volume?
There is nothing special about this concept- it's just another underpass like every other underpass in the city.
limited walk/bike space
Sidewalks and cycle path are too narrow. Too noisy. Would be possible to make the private realm narrower and/or have more control over it?
I dislike the focus on the car, we should make it harder to drive and easier to walk/bike. I do like the trees and the separation of bike lanes from traffic/ cars
Safe separated cycle track
Active modes separated from the cars. Improvement of urban realm with added green elements
I don't like that this plan makes people go in cars than active travel
I do not like it because it encourages us to go use cars
I like that people in cars and people walking can cross safely.
What I don't like about this is there are more vehicles.
Ensures multiple types of transportation methods. I do not like that 9 and 10 Ave have to be lowered.
I like that more vehicles can get through.
wide green space. room for transit. too much emphasis on private vehicle access/transport.
I like the inclusion of a planted area, dedicated wheeling path, and a gradual transition to private realm. I also like that there is a wider degree of access to the pedestrian paths e.g. steps down to the walking path through the planted area
This concept is boring and prioritizes commuting rather than creating an active public space. This simply duplicates other underpasses in the area.
I think maintaining all travel modes is important. But this is just design concept 2 but worse



I like the continued right of way for vehicles, but think we need tree cover and places to sit and gather on the sides.
improves traffic flow
I like that it remains a connection for all forms of travel between the belt line and city centre
Plain
Efficient and effective but worry about it being scary for pedestrians
too expensive
Bike, car and pedestrian all accommodated.
We need to enhance downtown pedestrian and wheeling realm more. No public realm improvements. Cost high as 9th and 10th ave need to be lowered and retaining needed for steep grade separation.
i like that cars can still drive on the road.
NOTHING
i like the under pass and how every thing is 1.6 meters for pedestrians.
It looks the same
its very similar to what is there now
8
Concept 1 is not that interesting and it doesn't have much things added to it.
I don't liked about this design because its to common.
I like that there are trees there and maybe some places to sit but with me there are 3 land of cars and it's not very good with me
its very basic
just plants and tress nothing exciting
Like: All modes transportation Dislike: no trees
We dislike it because it's similar to what we already have.
IT IS NOT MUCH DIFFERENT THAN THE ORIGINAL ONE.
nooooo
It's fine as it is currently proposed
It allows movement from all forms of transportation.
Covers all modes of movement.
I like that it seems like it would be more likely to be accepted by anyone (eg taxpayers who don't live in Downtown West or the Beltline). However, it does not provide any benefit to my community outside of much better pedestrian access (which all the designs have).
allows all mode of transportation, different citizens use different modes of transportation due to their needs, it is incorrec to limit modes of transportation as you are limiting use by a portion of the population
I like that it maintains north/south vehicle access. I do not like that 9th & 10th Ave will need to be lowered as that will damage the public realm on those streets. I don't like the higher cost & think that money is better spent making improvements elsewhere downtown.
We do not need motor vehicle access here.
I don't like the 3 lanes of traffic
I like the efficiency but I don't like how close the pedestrian are to the wheelers. It seems unsafe..
Like: Maintains vehicle accessibility to surrounding roads.



Like: Emergency vehicles could use this street which is not currently not relied on due to the unpredictability of the CP train schedule.
Like: Calgary Transit could use the street in the future for buses.
The separation of cyclists, pedestrians and vehicles.
Separated bike lanes from vehicles, feels safer. I don't like that it is just an underpass - doesn't draw people to the space, still prioritizes personal vehicles.
Did not like the lack of green space - it is just grey and cement. The other underpasses in Calgary are gross spaces, and we want there to be trees to make the underpass nicer. If it was all cement there might be an issue with graffiti vandalism.
straight forward and efficient.
I like that it maintains the driving lanes as otherwise the congestion in this area and 8th and 14th street would become worse. I like that it includes separate bike/wheeling and pedestrian lanes. It doesn't increase green space as much as removing the road but with riverside park close by is fine.
I like that's it's an improvement over the current design, it has more green space, and the bicycle path is safely separated from cars.
This appears to be, by far, the most expensive option. Wide vehicle lanes and no support pillar.
Not much I like too much traffic
Great
This plan is bland and relatively lifeless. It is not an attractive destination.
It needs to be four lanes. Cutting it down to two eliminates any benefit the underpass would provide.
need more green
I suppose it allows vehicular traffic to flow efficiently.
There are some trees
I do not like that it allows access to cars
It gets rid of the level crossing while providing access to the Beltline
Allows for vehicles
It doesn't offer any additional value
Fast efficient travel by vehicle
Moves everybody through effectively.
Don't like that it's lifeless, sacrifices improvement for car traffic.
Too much space for cars, feels unsafe and unwelcoming for people
Still have vehicle lanes
It's good for a car focused approach. What the minimum is
Concept 1 does not do enough to improve the public realm and gives too high of a priority for private vehicles in a space 200m from a CTrain station. We need to take advantage of the opportunity to redevelop this space to be not only functional but aesthetically pleasing as well.
really the only one acceptable.
I like three lanes of traffic
Most efficient for moving people. Limits reduction of vehicle space.
Similar to existing design
I do like this option



Not like: cars existing
11th st is a primary connector. It is my primary route for accessing the businesses along 10th and 11th Ave which I do every week. Accessing off 14th street is really bad now, esp w/ lanes removed from 12th Ave or I need to go all the way to 5th Street to get back to the Coop or Comm Nat.
Very pedestrian. Design is no different than other underpasses in the city.
As the city grows, cars should take a lower priority in the centre of our city. Transit , walking and biking should take priority in a crossing that isn't important for cars, yet has a lot of density.
I like that it provides separate spaces for different modes.
Very cramped for pedestrians and bikers
I like that it allows vehicular traffic.
seems quite car-centered and boring.
Reduces train impact to traffic flow - no delays to commute!
Don't want cars
Like that it is the only practical option given, please go for this and not the other options.
Moves people from A to B
Too car centric
Keeping the driving lanes is important as the alternatives can already be congested and inconvenient for those heading to the west end of downtown from 11 street. The lack of centre column under the overpass would be great to provide for more room.
We shouldn't be prioritizing roads when green spaces are and will be so valuable to invigorate the core.
It's realistic and acknowledges that it is a transportation route primarily for cars.
It still allows vehicular traffic - you need this thoroughfare particularly during rush hour or 10th and 11th avenues will become even more of a congested nightmare.
I do not like that it prioritizes car traffic. There is very little green space, and no space for rest or play.
this makes the most sense
Most functional. It allows all modes of travel to be used. Like the bridge does not have a pillar, incase a realignment of auto traffic is made in the future.
i like the easy for vehicle traffic.
don't like that it prioritizes private vehicle traffic and has no enhanced public space
Retains existing driving lanes
I don't like the retention if motor vehicle access
it maintains the ability for those living in the west Beltline to reach Bow Trail/Crowchild Trail
I dislike it's all about car
It is like all the others in the city, and not exciting enough.
Like the separate bike path but wish more public space
I like the road.
It's over kill. Exactly like the west ring road design... completely overbuilt and over costs and a huge burden on tax payers
3 lanes of traffic.
Maintains driving lanes



At least it's grade separated.
It allows the trains to go over and people and cars to go under.
probably the most reasonable cost to maintain throughway for all types of movement
Like: - driving lanes away from foot/wheeling path - safety aspect - separate foot and wheeling paths (although this will not deter walking traffic onto bike path) even though there are plants
Ease of vehicle traffic is good. Keeps the pedestrian grade more level. Concern that the vehicle traffic will be super loud.
Most practical option but it is boring. Too car centric. I dislike the idea of a bike lane and walking lane sharing space
far too car oriented
Status quo is borish
That there would be an underpass, more classic improvement. Removing bike and walking traffic from road side is good.
This is a lost opportunity to improve the city. Another generic road doesn't make Calgary a better place to live.
No to vehicles, yes to more green space.
Needs more space for public usage especially given the amount of residential in the area
Traffic flow would be good and allow for transit. Bike and walking lanes are separated
I like that I can still drive my vehicle on this route, which is the best way for me to get to Co-op from Sunnyside or if I come off of Crowchild. Many of us still need to drive around Calgary. This concept will not require a huge detour for me.
Allows for all transport types, least amount of excess spending to construct and maintain.
Keeping cars in this street is really important. It is a busy street and vehicle traffic must be maintained. It does need to be safer for pedestrians and cyclists so I like that this option provides that.
Lots of traffic in the area. This would allow traffic to move efficiently through the area without having to wait for the train. If there wasn't a driving option this would severely cut off the west side of the Beltline.
It's the most simple
We have enough roads. Lets invest in the urban realm.
No space for people
like that it allows all travel modes
I like that it still allows for vehicles, it is a popular route.
Too much space dedicated to cars
Improved pedestrian infrastructure from current situation, improved traffic from current situation
Do not like how it is reminiscent of other rail underpasses which are always dirty and feel unsafe, the area will be prone to undesirable loitering or camping
Maintains transit and car access.
Its plain but functional and allows vehicle connectivity.
Most efficient design
Need to stop putting driving first. All indications of sustainable city planning show urban centers with an emphasis on public transit and active transportation.



Too many motorized vehicles.
allows for efficient travel through the area
don't like merge point underneath a bridge. Calgarians have a hard enough time just driving under the existing bridges
I like that it maintains several lanes of vehicle travel, as the purpose of this project is to relieve traffic backup in this area due to the train crossing.
I don't like that it doesn't provide any additional design or amenity to the public realm.
I like that vehicles can still use this road. It's a main access point for the Beltline.
Like: The pedestrian and wheeling paths. Dislike: Too many lanes for vehicles (cars). It is wasteful and redundant. Drivers have other roads they can use. Lanes are too wide and encourage speeding. Curb turning radius is too curved and prioritizes vehicle speed over safety.
Planted area is nice. Three vehicle lanes seems excessive.
We don't need to always cater to vehicles.
Effective, safe, low maintenance costs.
Nothing
It's fine, would be nice to see fewer cars
A road still exists. That's what matters most.
It's fine.
It's simple and looks cost effective
Being able to drive my vehicle through without having to stop for the train
Cars. We don't go downtown for fun. Seriously.
The free flow of traffic (driving, cycling, pedestrians)
Very little green space. Seems like the cars take precedents.
It's probably cheaper, and it preserves vehicle access (that only concerns me as it relates to emergency services).
Allows for a very important link to the Scarborough and Cannaught areas for vehicles, transit, pedestrians and bicycles.
I dont like that it improves connections for vehicles which further encourages people to use their vehicles - the City has begun to shift to prioritizing other modes in downtown and should continue to show that cars are not the focus, especially if they want to draw people to living downtown.
No pier/support in the middle. Grade-separated wheeling lane.
It maintains traffic flow through a traditionally busy street. Closing traffic will result in heavier traffic at 8th Street, 14th Street, and along 10th Avenue between 8th and 14th. This is also an access to Bow Trail and Crowchild from this area.
It's the Status Quo. This concept would make this crossing a higher use vehicular crossing which would go against a pedestrian-focused district that will be needed to match all the new residential density going in around here.
I like the planted area and pedestrian paths.
I dislike that there are too many lanes of vehicle traffic.
Protected bike lanes & separation between cyclists and pedestrians is great!
I think it doesn't really solve the problem it is trying to fix which is congestion with the railroad



Do not like that it doesn't move the city forward or make downtown a desirable place. Still just a place to come to work and then leave for the burbs.
Doesn't change much from current situation; looks too much like other underpasses that are not pedestrian friendly
Squeezes pedestrian/bike traffic into a narrow space.
We need to diversify how we utilize the road network and understand that in 25 years, the car mode of transport won't matter anymore.
I drive on this road a lot so keeping the traffic flow is essential.
No open / gathering / plaza space to create a destination
it's so blahhhhh and utilitarian
Very much the same. Dull urban and not pleasant to share with cars! The segregation is good thought.
It's okay.
Cost is prohibitively more expensive. No enough greening
Car oriented.
I don't like that it doesn't really improve the public realm. This area is not very inviting for pedestrians (particularly along 9th Ave SW). This concept will not make the area any more inviting.
Enhanced car mobility
It's a little mundane, to be honest.
concerns about safety with all the modes (conflicts), stairs are good for some but not for all (visibly impaired), seems like a lot of concrete, not as aesthetic, still appears dark under the underpass
Too much focus on vehicle travel, other modes not considered.
I like that there have been trees planted along side the road. I used this path as a pedestrian every day (pre-pandemic), and it always felt so industrial.
Appreciate the reasonable number of vehicle lanes. Like the trees.
Not a fan. Let's move beyond the status quo
Already used in other parts of the city, not efficient
I don't like it as it prioritizes motor vehicles over people.
Overall just gross but I like that the cyclist area is fully protected. Doesn't seem like a
Don't like the cars.
Its not an important vehicle corridor right now. Dont make it one. The area needs more park and interesting spaces to draw people in.
This concept prioritizes moving cars through the area, which is detrimental to people living in and accessing the underpass
I like the lack of a central pier, but I dislike that the majority of the space is ceded to cars in this design.
Does it need three lanes if it won't back up from the train?
Keeps the street open
We've done this and it doesn't work anymore. Nobody is going to the downtown anyway
Its ok
I like the grade separation between pedestrians (etc) and cars.



We need to get away from the idea of prioritizing cars above all else. We want a livable city, don't we? Let kids play outside
It is enhanced, but not effective for community
Biking is awesome. More bike stuff!
I think a lot of people drive on 11th St. so this concept allows this to continue.
It is fine, but it does not really capture potential that the area could have.
It's unoriginal, prioritizes cars FAR too much when they already have a bunch of ways into downtown, the walking/wheeling spaces are too narrow, and it's boring. I worry it will increase noise with cars echoing in the underpass, and it's more expensive. I hate it all.
Maintains existing connectivity through the area.
Just a transportation link, and does not provide a special gateway between communities
We've have enough car infrastructure in the city, particularly in the downtown core. Let's stop making downtown an commuters in/out.
I dislike that it prioritizes cars when there are better uses of public space.
Eliminate vehicle back-up when train is going through downtown. Doesn't really change pedestrian access.
Simple and similar to other underpasses along the CP line. Boring and standard.
I like the dedicated space for different transportation modes
No public space, all dedicated to vehicle space, no trees. I do like the lesser grade for bikes
Ideally I would like to see CPR remove their tracks from the downtown entirely and turn the rail line into a greenway for biking and walking. This concept is ok but basic and has low value in the space in my opinion
I like that it adds better pedestrian movement
It's fine. I like that the wheeling path is separated from the vehicles. There's a bit of public realm space which is nice.
The space for waking and cycling is still very constrained.
Provides basic connectivity.
It's the least safe (most dangerous) option for vulnerable road users.
I like the simplicity of the design, but I don't like that there are three lanes and no physical divider for the different directions. Even if you use electric lights on the bridge to indicate which lanes are for which directions, you're asking for unnecessary traffic accidents to occur.
I liked that this concept has more Northbound lanes available for vehicles
Not enough green space and smaller sidewalk
Do not travel lanes for personal vehicles.
too car focused
Use of existing right of way, maintains access through area via vehicle and improves pedestrian experience. As a beltline resident, I do travel through this route on foot and by vehicle at least weekly up to daily as each a driver and a pedestrian.
I do not like that so much space is dedicated to cars. Downtown streets are significantly over designed for the amount of vehicle traffic they see, yet under designed for the pedestrian & cycling usage.
It is a busy road that can still be a busy road, and would be safe and convenient
Everything looks good with this one
Wheeling path and sidewalks are too narrow. Trees are essential!



Simple. Adds an underpass.
Accommodates all modes and does not detract from the current function of 11th St.
It is like the other underpasses currently. They are unfriendly, dirty, and do not feel safe. Even with the enhancements that have been attempted, none of them feel like safe or inviting spaces.

8. How would you improve Design Concept 1?

Too many lanes of traffic. Can car traffic be slowed significantly?
Wider boulevard space to accommodate planted trees (like version 2)
Continue the separated cycle track on the rest of 11 St - currently scary to bike especially at 9 Ave intersection heading north
Less cars
I would improve it like concept 3 and 4
No cars more plants
I would improve it by making where the people walk thicker.
You can improve by adding greenery.
Do not allow emergency vehicles to use the route to avoid having to lower the adjoining avenues.
Go under 9 Ave as well.
All the downtown underpasses would be significantly improved if there was sidewalk level (ie below grade) retail fronting the sidewalks. It would enliven the spaces and make them be (and feel) safer. I encourage you to design this space to allow for this as lots along this block are redeveloped
As Calgary can be damn cold in the winter, inclusion of a kiosk for warm beverages, and hot food, etc. would be a life saver. Also good for summer months.
Do all the things in Concept 4 ;)
By making it design concept 2
More spaces with trees and public art on walking paths.
More greenery
As much light as possible. Remove design concepts that would encourage loitering and living there
get cp to pay
Make side walks and bike lanes wider. Remove a lane of traffic. 1st street sw is terrible, dark and dingy because of the narrow sidewalks and obstruction from the bridge structure. If we keep all modes of transportation let's not repeat the same mistakes.
it doesn't need improvement
i don't know
nothing really
more plants
aaah
make the road a one way and incorporate design 4a like a climbing wall and wheeling paths
I would improve concept 1 by adding trees and some tables.
I would do more trees.



I think we should remove the middle car land and add a bridge's leg
um maybe shops
add at least a few fun thing to do
More green, seperate bikes from pedestrians
Make more stuff like a park.
nooooo
With very large apartment towers on both sides of the train tracks, efficient movement of people is important, whether by mass transit, vehicular, or pedestrian.
Looks good already
It's functional as is.
not include any of the usual social engineering aspects in it.
Eliminate the turn lane and just have two lanes of traffic under the bridge with space from the third lane being given to a better public realm.
Remove motor vehicle access.
Separate pedestrians and cyclists
I would use Design Concept 2 to add an enhanced public realm.
Reduce number of traffic lanes and add green space - garden beds, etc.
maybe just a graphic thing, but the car lanes seems extra wide. i'd like to see the car access maintained as there are already limited numbers of crossing, but slowing them down a bit isn't a bad idea.
It's pretty good, I would be happy with this design if it came down to it. I do prefer all the other designs suggested. I like a space to be more walk-able and inviting to other modes of transportation that are not cars (which the other designs do)
Reduce number of vehicle lanes to 2 and give extra space to pedestrians/cyclists.
Reduce traffic, add more pedestrian options
More road lanes
Build separation via trees or green space from road, breathing right next to road decreases health and this plan is ugly.
Make it four lanes. This is not a place for a park.
Needs less road
it is the most basic option. safety appears to be an issue for pedestrians. the intersection at 10th ave sw is not safe for people. this should be considered as part of the improvements.
Noise and smell of vehicle traffic
Remove car lanes
This is an unattractive, industrial looking area in what is becoming a major residential area. Make it pretty, safe and useful.
Ensure level crossing of c train also included
Good design.
Remove driving lanes.
Eliminate vehicle lanes
na
Overpass the train. I think the car won't let that happen. I could not find that in the background



Widen walk/wheel space, lower the priority of private vehicles by reducing the vehicle right of way to two travel lanes or convert the roadway into transit-only lanes. Enhance the public realm.
Can it have more traffic lanes?
looks good
Restore space for human uses.
Buy up 10m of underutilized space on either side of 11th street and add enhanced public realm by making the crossing wider (ie a longer bridge
No vehicle traffic.
No cars to start, but have a. Option later on to convert to cars or transit in the future for a reasonable expense.
Take out a lane of car traffic. It doesn't need 3. 1 each way.
No changes needed
Maybe have traffic flow alternate depending on time of day - two lanes north in morning and 2 lanes south in evening.
Eliminate cars
Don't try to turn an underpass into a park. This is supposed to be a plan for transportation, give the pedestrian / bike areas enough space, you don't need to put in tables for the homeless to congregate.
Maximize pedestrian and bike widths. Try an avoid a 1st SW underpass swedge down cramp. Consider going to 2 car lanes.
Planners shouldn't be in the business of catering to the 55+ demographic shaking fists demanding car access, same groups who vehemently oppose the BRZ. Roundabouts, green space, enough roads already. The youth of Calgary won't be able to afford 4-leaf clovers, especially if we keep voting UCP.
Make it two lanes in each direction. This is a key route for getting across the rails.
Made it like Design Concept 4.
this is a great design
what concepts are for the train bridge?
Reduce the traffic lanes and increase the area for non motorized activity
To not use it
This is a high use area, there is a new 44 story rental tower, stella-nova-luna, and the Downtown West tri-towers - I would wider sidewalks as people from the south go to Kirby Station and people from the north go to Co-op
the road could be 4 lanes
Save tax payers money and kill these plans.
get rid of the cars
The active mode only designs are better.
nothing
- make it brighter so it feels safe when walking through the underpass (other underpasses feel dark and gloomy)
Allow some green space between the walking/cycling and the vehicle traffic. It is loud under the underpasses for people who aren't in vehicles.
Murals along the road



Don't do it. City should try to be more innovative especially if the city wants more families to move in DT.
For a classic design it's fine.
Reduce the vehicle lanes.
eliminate vehicle traffic completely
Increase number of bike lanes, limit through traffic to one lane each way, and increase green space
Use fiscally conservative means of decorating the site, such as BUMP murals.
?
N/A
Don't do it.
I would get rid of the road.
add people space
add some trees
Making sure there are advanced green turn lights at the intersections with 10ave and 9ave.
Good visibility and site lines to be maintained under underpass to ensure safety and minimize camping
Special attention to the cars turning from 9 and 10 ave onto 11st to minimize risk of collision with cyclists and pedestrians.
Design concept 2
See design 2
better/safer cycling infrastructure
Lose the road.
Less cars and more green space.
More greenery.
Delete it in favour of concept 2
Remove the vehicle (automobile) lanes. Corners should be at least 90 degrees to slow down traffic and increase safety. Add concrete or metal bollards at intersections to prevent car drivers from hitting pedestrians.
Wider sidewalks. Wider bike lanes.
To much space for cars, not enough space for other modes of travel.
Choose a different design. This is the least desirable design. It does the bare minimum for improving bike and pedestrian access.
Add additional lanes for vehicle traffic.
Scrap the bike lanes. This is not Copenhagen. Replace the city engineers.
More green space.
N/A—it's my least favoured option
Pretty good plan - maximises traffic flow which is really needed in that area.
remove the road space for cars and increase the road space for cyclists and pedestrians.
Make the public realm wider by reducing to 2 vehicle lanes, not 3. Turn traffic volumes are low / no more grade crossing safety issue.
Maintain 2 lanes of traffic in each direction.



Because this corridor is critical for the people living in this area to access Parks and the River, this concept could be improved by widening the public realm, and allowing only one lane in each direction for TRANSIT and Emergency Vehicles ONLY.
More planted area and no roads.
Fewer lanes of traffic and more pedestrian/cycling paths.
I would scrape it completely I think in general all plans should feature around the idea of an urban green space
Single lane traffic with no access during weekends.
Remove road
remove the vehicle traffic.
no cars on the roadway. Bury it, get them out of the public space, figure out a better way to make cars a part of the plan, that leaves the open shared spaces, available to humans.
Make space for trees / greenery
delete it
Reduce the number of lanes and add more green space.
More greenery. Trees especially.
Throw it out
Deprioritize car infrastructure and better public realm for other modes of transport as well as building interface.
I would narrow the width of the driving surface to provide more space for pedestrians.
More greenery.
make sure to clearly delineate travel for different modes to avoid conflicts, find ways to integrate low impact development or soft scape/green features, incorporate community mural art (on retaining wall? on stairs?)
Reduce to one lane each way and then use the extra space for 'art, seating, narrow park like space', currently not a place making concept.
I can't tell if there are trees on both sides. It looks like the rendering has them on both sides, but the cross-section doesn't. I would suggest adding trees on the east side if they don't exist.
The sidewalk and pathway components are too narrow; would be great if the active travel elements widened. Are left turns needed at 10 Avenue SW or two NB lanes at 9 Avenue SW? Could reduce the carriageway width or create a transit/emergency access lane instead?
Get rid of the cars.
Larger pedestrian area
Remove the motorized vehicles
At the very least it needs some more greenery
Get rid of the cars.
Dont do it.
Remove 1-3 car lanes
If motorised vehicles must be accommodated, consider making it a transit and emergency vehicle corridor only. We have a culture in this city where driving downtown is considered 'normal'. By actively reducing space for personal vehicles, we can move towards a more livable vision of downtown.
Narrower lanes, less lanes, save some money with a narrower bridge span



Don't allow car dominant concepts
Prefer 3
Needs to be bright at night.
Fewer cars. More intentional space for *people*.
More benches, green space less vehicle lanes
More bike stuff
11th Street is a busy, ugly street from 5 Ave to about 12th. Maybe you could reduce the number of lanes to make the vehicular traffic not the entire purpose of 11th Street.
Make it like concept 2
Do a different concept. Or make it a tiny little tunnel for one car at a time so that it slows people down so much no one wants to use it except people who want a little bit of tunnel fun.
If we have an opportunity to enhance the public realm in this area, we should take it.
Go to Concept 2
Eliminate it completely.
Remove the cars.
I walk and use the ctrain to commute to work downtown therefore vehicle traffic doesn't affect me much. On the odd times that I drive through downtown, I find the traffic under CP Rail bridges congested, space is tight for cars. Improve lighting for pedestrians.
Potentially widening spaces to make it seem bigger and safer under the bridge.
The walking and wheeling spaces are quite narrow for a well-used downtown corridor
Remove a travel lane to include trees (basically concept 2)
Remove the CPR tracks. More green space, more bike and walking, less cars.
reduce vehicles
More separation between the walking and wheeling.
Remove a vehicle lane through the underpass to allow for more pedestrian and bike space.
More emphasis on public realm.
More traffic calming.
Add some kind of ramp from the upper walking/private area to the lower walking/biking area. We need to increase accessibility for all. More people are going without cars and this is really close to the Coop for wheeling groceries home.
More green space and wider sidewalk
Remove vehicle travel lanes
Actually, I don't think I could improve on this. Looks really usable, safe, and approachable as a driver and as a pedestrian, vast improvement over current.
Focus on active transportation modes instead of cars.
Ensure the bike connections at 10 Ave are safe and efficient for all users
It is good the way it is
Use design concept 3 or 4 instead.
Reduce greenery in favour of wider pedestrian sidewalks and a protected bike path.
This has to be one of the busiest pedestrian crossings in the City and yet is one of the least efficient. We are trying to get people out of their cars. You do this by making other modes the best choice.



9. What do you like or not like about Design Concept 2?

I like the effort to include people in the design
I like the separation of travel modes, especially the bike and walking portions.
very nice
More pleasant than Concept 1 if the traffic is slowed down. Sidewalks and active transportation paths are wider but still a bit narrow.
Dislike the focus on the car as above. I like the inclusion of trees and boulevard and separation of bike lanes
Safe separated cycle track
Separated active modes and added greenery. Lower vehicle volume
This still makes cars go
I like all the idea of all the stars
I like how there are only two lanes of traffic.
What I like about this is the road are separate.
Ensures multiple types of transportation methods but encourages more non-automobile transport.
I like that vehicles can get through and there are more trees.
wide green space. room for transit. allows private vehicle access but in a reduced space with lots of room for shared public space.
Inclusion of greenery, trees & shrubs (especially evergreen for the winter) is the biggest feature. I also like the separation of pedestrians from the vehicular traffic, if traffic is needed. Like my answer to Concept 1, I like that there is a wider degree of access to the pedestrian paths
I like that it is an improvement to the public realm and that it has good active transportation space. I do not like that it still prioritizes commuting... especially for single user vehicles.
I think maintaining all travel modes is important, and that giving more space to the pedestrian experience is valuable.
The loss of 1 lane of traffic improves the functionality for pedestrians. This is a high pedestrian zone so maybe the focus should be on that whole also allowing local traffic to pass. This was a good compromise.
I like that it remains a connection for all forms of travel between the belt line and city centre
Green plus functional
Will limit traffic flow and may cause backups
We need to enhance downtown pedestrian and wheeling realm more. No public realm improvements. Cost high as 9th and 10th ave need to be lowered and retaining needed for steep grade separation.
i like that it has a 1.5m side walk
i dont know
How it can get crowded.
I like that middle of the road and trees
I like that concept 2 has trees and enough space for wheeling path but doesn't have a space to settle and relax.
I like where the trees are.
This is a perfect Design but it's not enough place to sit.



its all most the same as the frst one
Like: trees
It only has a bigger sidewalk so it isn't really all that different from Design Concept 1.
IT IS NOT MUCH DIFFERENT THAN THE ORIGINAL ONE.
noooooooooooooooooooooooooooo
This is a main road in downtown. Design 2 starts the war on cars.
It's covers all modes of movement, and is a bit better concept than 1.
I like the addition of more green space, which Downtown West needs and had been asking for for years. I don't like the changes to the road, as I think that will make the intersection less safe for pedestrians, cyclists and drivers.
more expensive
I like that it maintains north/south vehicle access. I do not like that 9th & 10th Ave will need to be lowered as that will damage the public realm on those streets. I don't like the higher cost & think money is better spent making improvements elsewhere downtown.
No motor vehicle access needed
I like it!
This is efficient and safe for pedestrians and wheelers due to the barricade.
Like: Maintains vehicle accessibility to surrounding roads.
Like: Emergency vehicles could use this street which is not currently not relied on due to the unpredictability of the CP train schedule.
Like: Calgary Transit could use the street in the future for buses.
more space on the right hand side to have green space
Separated bike lanes, less traffic
We like design concept 2. The trees make it a better version of design 1.
seems to be the best compromise between having car access and a decent, safe, comfortable passage for other modes of transportation.
I like that it maintains the driving lanes as otherwise the congestion in this area and 8th and 14th street would become worse. I like that it includes separate bike/wheeling and pedestrian lanes. It doesn't increase green space as much as removing the road but with riverside park close by is fine.
Same with Design concept 1, but slightly better, more green space, it's a bit more inviting to the public realm.
More traffic slowing is in place which is nice too, and expansion possibilities for the CP rail
I like that it maintains vehicle access in a more cost-effective way than concept 1. I dislike the additional vehicle lane.
Bike and walk lanes
To few road lanes
Enjoy more green space
As above. It needs to be four lanes.
A good compromise for all modes of transportation
best option - people need access to COOP and other stores - 11th street very busy
the enhanced public realm, but how will you enforce private developments to abide.
Hopefully enough space allotted for pedestrian and bike traffic
I do not like that it allows access to cars



It gets rid of the level crossing while providing access to the Beltline
Allows for vehicles and a nice walking connection
It's just a space to move through, not a space to enjoy.
Not much
I like the additional space, less lifeless.
Too much space for cars, feels unsafe and unwelcoming for people
Public aspect
Concept 2 gives too high of a priority for private vehicles in a space just 200m from a CTrain station and could do more to improve the public realm.
I don't like that there's more walking space than roadway space.
Enhanced public realm not needed for this particular underpass.
Connects with existing bike lanes
I do like this option
Not like: cars existing
This is OK
Very pedestrian. Design is no different than other underpasses in the city.
I don't like cars in a minor crossing like tjis
Separate spaces for all modes.
Morelandscsping and wider pedestrian paths areas
I like that it allows vehicular traffic.
still car-centered and boring, not super pleasant biking next to car traffic even if it's safely separated.
If traffic demands are lessened because no longer impacted by train perhaps one less lane would suffice, especially if the lanes change direction depending on time of day?
Too many cars
A wider sidewalk compared to 1 is nice. The problem I see with many existing underpasses is that they are narrow everywhere. Narrow for vehicles, narrow for pedestrians.
Who doesn't like an enhanced public realm!?!?
Too car centric
Keeping the driving lanes is important as the alternatives can already be congested and inconvenient for those heading to the west end of downtown from 11 street.
Again this concept prioritizes vehicles, we don't need more roads, we need green and active living spaces. This should be scrapped.
I don't like that it reduces an already busy area to two lanes. This is one of the few roads that goes uninterrupted from the beltine area to the core. We need throughput here.
I like more space being allocated to bikes and walkers, and I like that there is more trees and greenery. I do not like that car traffic is still the priority in this design.
this design makes sense
Most functional. It allows all modes of travel to be used. Don't like it reduces auto traffic with a central pillar.
I like ease for vehicle traffic
don't like that it prioritizes private vehicle traffic
Essentially this is my answer to improve concept 1
it maintains the ability for those living in the west Beltline to reach Bow Trail/Crowchild Trail



Its a better compromise and likely what I expect might win. It's still got the same car issue
This is the most IDEAL DESIGN!!!!!! This is a must. Traffic may increase on 10/11/12 through Sunalta, but that is fine; this is a high use pedestrian corridor. This concept understands the assignment.
Wide walkways and bike lanes are good.
Like the trees and road.
It's overkill, but 100 times better than concept 3 and 4.
Separated bike and pedestrians.
Maintains driving lanes
Better than concept 1 but not great.
Unnecessary additions to an underpass that require additional physical space consumption.
not materially different enough from 1 to warrant it being a separate option
- like that there is a planted boulevard between pedestrian and wheeling path (more safe)
- like the planted boulevard
- like that traffic is by themselves
Fits more trees in, which is good. The separation between the cars and cyclists and pedestrian is helpful and safer. Trees will help with the shade and the noise.
Better than 1. It separates bikes, cars and pedestrians.
still far too car oriented, "enhanced" public realm: lol
better than Concept 1 but still lacking public realm.
Not a big change from 1, larger walking path is good.
Still too much a typical street to be excited about in any way. The enhanced public realm doesn't seem particularly enhanced. It would still be unpleasant to walk through.
No to vehicles, yes to more green space.
Feels like the most ideal solution
Walking and Biking lanes are separated. There is still traffic flow
I like that I can still drive my vehicle on this route, which is the best way for me to get to Co-op from Sunnyside or if I come off of Crowchild. Many of us still need to drive around Calgary. This concept will not require a huge detour for me.
Excessive spend needed to construct support column, not worth the trade off for increased green space.
Keeping cars in this street is really important. It is a busy street and vehicle traffic must be maintained. It does need to be safer for pedestrians and cyclists so I like that this option provides that. I like that the space for pedestrians and cyclists is wider than concept 1.
Same as concept one. There needs to be a car pass through here or else the west side of the Beltline will be cut off. With all the new apartments being built in the area I would think this option or concept one are the way to go.
I like the wider walkways.
Roads.
does absolutely every road need to be for cars?
love this option the most as it allows all travel modes and also has trees and other greenery.
I like that it still allows for vehicles, it is a popular route.
Improved pedestrian infrastructure from current situation, improved traffic from current situation, increased green space and trees



Do not like how it is reminiscent of other rail underpasses which are always dirty and feel unsafe, the area will be prone to undesirable loitering or camping
Maintains transit and car access.
This keeps vehicle traffic at a critical entry point of downtown but makes the space nice for wheeling, walking, and adds green space.
Still has personal vehicle access.
I like the enhance public space, but still don't think we should use the road.
Not enough green space.
allows for efficient travel though the area while prioritizing active modes of travel
i like that it still allows for through lane and turning but doesn't require a merge
I like that it maintains several lanes of vehicle travel, as the purpose of this project is to relieve traffic backup in this area due to the train crossing.
I like that it maximizes efficient travel with some added public green amenity
I like that vehicles can still use this road. It's a main access point for the Beltline.
Like: The pedestrian and wheeling paths. Dislike: Too many lanes for vehicles (cars). Lanes are two wide and encourage speeding. Curb turning radius is too curved and priorities vehicle speed over safety.
I like the space for trees.
Like fewer vehicles
No one wants to try to relax in a public space with a long train going by directly overhead. And in the event of a train derailment, these "public spaces" would be a death trap.
Nothing.
It's nice to have more green space
The addition of separate bike lanes is a great addition.
Not enough vehicle lanes. Space wasted on transportation modes that are rarely used.
Not every project/space needs an enhanced public realm at this time
Nothing good.
It starts to defeat the purpose of the under pass by starting to restrict the free flow of traffic
Seems like cars take precedents. If cars need to be part of the plan, this one seems best.
Trees!
Keeps vehicular traffic flowing although reduces the number of lanes
I don't like that it improves connections for vehicles which further encourages people to use their vehicles - the City has begun to shift to prioritizing other modes in downtown and should continue to show that cars are not the focus, especially if they want to draw people to living downtown.
This essentially implements what I'd like to see changed in Concept 1, but adds the pier. Some way to do this without the pier would be great.
It maintains traffic flow through a traditionally busy street. Closing traffic will result in heavier traffic at 8th Street, 14th Street, and along 10th Avenue between 8th and 14th. This is also an access to Bow Trail and Crowchild from this area.
I like the expanded public realms, however increasing traffic flow and speed via an underpass will decrease pedestrian orientation. Currently, these streets in this area are packed with pedestrians, and this crossing should be for them.
I like the enlarged planting area with trees.



I like the wider public space compared to Design 1.
Protected bike lanes & separation between cyclists and pedestrians is excellent in this one too. It is nice to have the bike lane more isolated so that bike commuters can maintain a high speed if they want to.
I don't think it accomplishes much except being design concept 1 but now with just an extra bit of space for pedestrians
Do not like that it separates the two sides. Creates a boundary
Doesn't change much from current situation; looks too much like other underpasses that are not pedestrian friendly
Vehicle noise under the overpass compromises the utility of hte pedestrian/public space corrdor
Better than concept 1.
I drive on this road a lot so keeping the traffic flow is essential.
Like the Enhanced public realm
Maintains vehicle connectivity with decent active modes
Its like option 1 but a column in the middle? So is this more costly? Hate the noise the cars will cause and fumes ruining the green spaces. Seems the lanes are just wider but take the same space, why?
Better than 1.
Like more trees, separated cycling and only two lanes of traffic. Cost is too expensive by a lot. Car oriented.
I like that this concept allows for some improvements to the pedestrian realm, but I prefer the options that remove the road surface. I also don't like that this option requires the addition of the pier.
Enhanced car mobility
I like that this includes greenspace.
I like more greenery within the active modes area, worry that it will still be fairly dark in the underpass, still concern about stairs and visibly impaired
Wide vehicle focus, separation of vehicles from other modes...not a place making concept.
I am happy to see lots of trees. This part of downtown really needs trees.
Some active modes is a positive but not a fan of this option overall.
Larger pedestrian area, more bike lanes
I do not like that motorized vehicles are prioritized.
Still gross but seems like it would encourage cars to go slower.
Don't like the cars.
Doesn't do enough to bring people to the area.
This concept prioritizes moving cars through the area, which is detrimental to people living in and accessing the underpass
I like the planted boulevards, but still would prefer a design without motorised vehicle access. This design doesn't seem bold enough.
why are the lanes so wide? is that really needed?
Keeps the street open
Ya better but underpasses like this are basically dead zones



The wall in the middle will might make it more claustrophobic than Concept 1. The enhanced public realm elements are nice to see, but honestly... maybe a little boring? Would basically just make it like other underpasses, which are ok at best.
Still more room for cars than people.
I like this the best.for form and function.
Cars suck. Why include them?
Reduced emphasis on vehicles. It would make it a quieter neighbourhood and more pedestrian friendly.
In both this concept and concept one I appreciate the improved car/bus/emergency service connections. But as I look at the potential for the area demonstrated in concept 4 and reflect on my actual use of the area something that prioritizes walking and wheeling it more attractive to me.
I don't like that it still gives most of its space to cars and the convenience of car commuters who don't live here. They're sitting in cars and can drive another five minutes out of their way on a different path. I like that there is more space for non-cars though.
Improves upon the public realm while maintaining existing connectivity through the area.
Satisfies all modes of transpo, which will make space safer. Consider the vehicular link with one lane only with a reduced speed, to allow a friendly walking and biking link.
Still includes space for cars. No cars.
I dislike how it prioritizes cars.
Single lanes would encourage drivers to be patient and courteous when turning to 11 Street
More opening and welcoming.
I like the seating spaces to encourage people to stay in the area.
Doesn't go far enough for public realm, but like the dedication of space to each mode. Trees!
Similar to concept 1 so same opinions.
I like that it has fewer cars
More separation between wheeling and walking.
Not much space for pedestrians and cyclists in the underpass.
If personal automobile access is absolutely essential, then this option provides a balance.
The car lanes seem too wide, which will encourage speeding.
I like the increased greenery added with trees. There is simplicity in the design with wide lanes and a middle support/divider for the directions. I like the increased space for walking/biking.
I didn't like that there were only two car lanes, but I like the addition of trees and more space for walking/biking
This is my preferred concept.
Enhanced public realm
better but car centric
The best part of this design is that it will suck budget away from other projects that are worse ideas, while still retaining most of the functionality of 1, but more expensively.
The one issue, will the public realm space be truly 4 season? Or just nice in summer, and dead space through winter?
This seems like a needlessly more expensive way to achieve the goals & outcomes of concept 1.



This is better than Concept 1, but there is still an astonishing amount of space for cars compared to pedestrians or cyclists. Sidewalks in 2021 need to be much wider than 2m, especially downtown.
I am not sure why it needs to be so wide? seems unnecessary. Do Calgarians really want to hang out underneath a train track and next to one of the busiest and noisiest streets in Calgary (9Ave)?
Nothing to like. Turn lanes are shorter because of bridge support in the middle
Wheeling path is too narrow. Sidewalk width is better. Good to have trees
Better balanced
Still accommodates all modes.
Better than Design Concept 1, but still car focused.

10. How would you *improve* Design Concept 2?

How is this section going to tie into the existing bike lane infrastructure?
Traffic calming, wider paths.
Continue the separated cycle track on the rest of 11 St - currently scary to bike especially at 9 Ave intersection heading north
narrow lanes to slow vehicle movements
Make it into concept 3 or 4
Only one car lane
I would improve that put more flowers,
You improve by adding fun.
Would be nice to remove centre column supporting the CP railway if possible.
Go under 9th Ave as well.
All the downtown underpasses would be significantly improved if there was sidewalk level (ie below grade) retail fronting the sidewalks. It would enliven the spaces and make them be (and feel) safer. I encourage you to design this space to allow for this as lots along this block are redeveloped
As Calgary can be damn cold in the winter, inclusion of a kiosk for warm beverages, and hot food, etc. would be a life saver. Also good for summer months.
Add more of what is in Concept 4.
Incorporate art into the pedestrian walk ways and tree cover. Maybe electronically, or maybe through smaller installations from artists.
None
Need double lanes as long as possible.
Make side walks and bike lanes wider. 1st street sw is terrible, dark and dingy because of the narrow sidewalks and obstruction from the bridge structure, let's not repeat the same mistakes. This is an improvement from Concept 1 although still wider sidewalks are needed.
nothing... well bye nothing i mean i dont know
i dont know
Make the 2.0 meters to 1.6 meters so it cant get to compact
maybe no



Concept 2 would be much better if it had just enough tables that don't take much space for the wheeling paths so people have choice to set or use the wheeling pat.
more sidewalk
We should remove just a tree and add some more bench to sit or maybe a place to sit around the tree is ok.
more interesting stuff
nothing
By adding some murals or fitness areas or graffiti.
noooooooooo
Revert to Number 1
It's ideal as is.
A different way to handle the road intersections. As a pedestrian I don't like turning lanes because some drivers are aggressive when there are no lights to give me right of way.
not do it
Add public art so it's not just another boring underpass.
Remove motor vehicle access.
Not much to improve
Add more green space to improve feelings of calm, and reduce focus on vehicles.
making sure that support column in the middle is given some thought so it's not just a very boring concrete pillar.
Again I prefer eliminating cars all together, and having more green space, inviting the public realm to use the space. Car spaces feel incredibly hostile and un-inviting.
Make it only 1 vehicle lane per direction. Use that space to either decrease the footprint of the underpass or give it to pedestrian and cyclists.
Too much traffic not enough pedestrian space
Add more road lanes
Build separation via trees or green space from road, breathing right next to road decreases health and this plan is ugly.
As above. It needs to be four lanes.
Less road
sound buffering. sitting in an urban place when the train goes by is not pleasant.
Remove the cars
Remove car lanes
Make it a more usable space in what is a very unattractive part of town.
Again priority to beauty over traffic in a limited access downtown
Remove car lanes.
Eliminate vehicle lanes
na
Lower the priority of private vehicles by reducing the vehicle right of way to two travel lanes or convert the roadway into transit-only lanes.
Add more traffic lanes.
Make it like concept 1
Restore space for human uses.
No vehicle traffic.



No cars, but with a design that would allow transit or car conversion in distant future
No changes needed.
Eliminate cars
You don't need a boulevard on an underpass. Just make it functional, wide enough for pedestrians, bikes and dare I saw vehicles and you would actually have something good.
Maximize pedestrian width. Please avoid 1st SW concept swedge down single file underpass.
Add park space, market space or active living excercise areas. We have too many roads as it is. Fast forward to concept 4.
Make it two lanes in each direction.
Make it like any of the Design Concept 4 designs.
this is a good design
what concepts are for the train bridge?
Make it into conceit 3 or 4
To not use it
No improvements - this is THE ONE.
more greenery
Make 4 lanes
Leave it at grade. It doesn't have a big enough negative effect on downtown commuters.
Would need to know how much traffic flows between there and if you need the three lanes before making that call.
Enhanced public space looks like it would not be used
get rid of the cars
The active mode only designs are better.
nothing
- underpass to have more light (make it brighter) so at night you don't feel uneasy
- make sure there are no hidden spots where people can hide
Use one side of the underpass for vehicles and the other side for pedestrian and bike traffic.
Reduce lanes further. Remove turn lanes.
eliminate vehicle traffic completely
NA
A third lane, such as in Concept 1 would be helpful
Reduce scope closer to concept 1 to save on costs
?
N/a
Ditch the roads.
no cars.
Making sure there are advanced green turn lights at the intersections with 10ave and 9ave.
Good visibility and site lines to be maintained under underpass to ensure safety and minimize camping
Special attention to the cars turning from 9 and 10 ave onto 11st to minimize risk of collision with cyclists and pedestrians.
N/A
See design 1



More space for cyclists
Lose the road.
More room for pedestrians.
Expand upon and add to the green and landscaping elements
Remove the vehicle (automobile) lanes. Corners should be at least 90 degrees to slow down traffic and increase safety. Add concrete/metal bollards at intersections to prevent cars from hurting pedestrians. Possibly keep one lane but have it blocked with retractable bollards for emergency vehicles.
Wide bike path.
More greenery
Still to much space given to cars.
No car access. Choose 3 or 4 and make it a beautiful little park. This could be a destination
Reduce footprint from trees, make road 4 lanes instead of 3.
Add additional vehicle lanes, removed unneeded shrubbery and reduce bike lane to one side.
Scrap it.
N/A—this is my second least-favoured option
Engineer for full number of vehicular lanes
remove the road space for cars and increase the road space for cyclists and pedestrians.
Remove the pier.
Maintain 2 lanes of traffic in each direction.
Because this corridor is critical for the people living in this area to access Parks and the River, this concept could be improved by widening the public realm, and allowing only one lane in each direction for TRANSIT and Emergency Vehicles ONLY.
Take away the roads
Fewer lanes of vehicle traffic.
Again I wouldn't do either of 1 or 2 because I think it's important we focus on making more green spaces and making a better environment for our native wildlife
Remove road
remove the motor vehicle lanes
bury the cars
2 lanes for left turn queue. Wide dedicated cycle track + 1 lane on other side.
Reduce the width of the lanes to give more green space
More greenery still, please.
Public art
Deprioritize car infrastructure and better public realm for other modes of transport as well as building interface.
Remove the Pier. Incorporate an art installation along the walls of the underpass.
Even more greenspace!
find ways to light the area (as naturally as possible), make sure greenery/trees are planted so they thrive. Animate areas on either side (maybe businesses want to participate with small coffee shop or other amenity?)
Narrow lanes...reduce speed and incorporate more park, seating or vegetation/art aspects.
The sidewalk and pathway components are too narrow; would be great if the active travel elements widened. Are left turns needed at 10 Avenue SW or two NB lanes at 9 Avenue



SW? Could reduce the carriageway width or create a transit/emergency access lane instead (noting the bridge pier is tricky).
Get rid of the cars
Seems ineffective in improving the area
A shared street with pedestrians and active modes being prioritized with a motorized vehicles are guests concept.
Get rid of the cars.
Eliminate the vehicles.
Remove 1-2 car lanes
If motorised vehicles must be accommodated, consider making it a transit and emergency vehicle corridor only. We have a culture in this city where driving downtown is considered 'normal'. By actively reducing space for personal vehicles, we can move towards a more livable vision of downtown.
narrower lanes
Not allow car dominant concepts. Make it like la Rambla instead??
Do 3 or 4 instead :)
Make it like concept 4a
Add more green space.
No cars.
Lower speed limits so that that cars aren't the owners of this neighbourhood.
Remove the centre support somehow if possible. That always makes things really ugly.
This seems to be the best of the four basic options.
Allow commercial amenities in adjacent developments to spill onto public space. Concept to reshape space from typical underpass, providing natural surveillance for safety. Make pedestrian/bike space higher than typical underpass. Augment with art, landscape + seating in the sun spots
Take away the cars.
Remove the cars.
Looks good but I don't drive to downtown much. Pedestrian accessibility doesn't change with this design. I would ensure there is good lighting for pedestrians in this area. I don't always feel safe walking through Millennium Park early in the mornings and late afternoons because of poor lighting.
For all concepts, wondering the reasoning and functionality of the terrace portion.
At 1.5m wide, the wheeling path is too narrow for such a busy corridor with lots of demand (very few safe north south crossings for wheeling over/under the CP tracks
As before
less cars
It just seems fine.
More space for pedestrians and cyclists.
Remove one of the vehicle lanes and make pedestrian realm/wheeling lanes wider.
Narrow the car lanes.
Adding Street lighting would help.
Also include an underpass for the C-Train at 8 Ave and extend the design throughout
Remove vehicle lanes



Find a way to make the boulevard/public realm areas fancier/more expensive - the more we can spend on this project, the less we can spend of worse ideas (like some of the more controversial public art projects, or the low-ridership SW BRT lanes). Gold plate it. Or just do the first concept instead.
By doing Concept 1 instead.
Less space for cars, more space for people.
change it to Design 1
Make it like concept 1
Use design concept 3 or 4 instead.
Remove enhanced public realm and replace with wider sidewalks and protected bike path.
Get rid of the cars.

11. What do you like or not like about Design Concept 3?

My top choice. It encourages active transportation and also creates some nice public space
How is this section going to tie into other roadways? It sounds nice to have a section that is only for cyclists, but it's only a block long.
problematic for emergency vehicles
Good balance with pathways and natural features.
Great bike / walking corridor but misses the opportunity to create a nice cityscape to gather/ play/ enjoy community
Safe separated cycle track and a car-free area
Cars removed signalling value if active movements. Increased green space
I like that it makes people walk or roll more.
That there are places for bikes and scooters
I like that there are no cars.
What I like about is It has space to walk.
Removes an existing vehicle route.
I don't like that there are no vehicles.
very nice mix of public space and non-vehicular travel access. I would add access for transit - perhaps through a transit controlled barrier.
I think the greenery is a great idea, particularly evergreens to brighten up the long winter months. I also like that pedestrians and wheeling are given priority, making it way more pleasant to traverse the city.
This is a great improvement over the current use. I love that this creates a nice public realm and prioritizes active transportation. However, I worry that this is still a commuter space... the improvements to public realm don't seem to encourage stopping and enjoying the space.
This seems to be a bad place to cut off motor vehicle access. It currently provides the only complete connection from 9 Ave to 10 Ave in the area (since 8 St and 14 St have incomplete access).
I do not like the lack of access for vehicles but this is because I'm a driver. Sometimes I drive through this area and having another dead end would inconvenience me.
Need to still be able to use this for transit/cars
No cars



Cost would likely be the lowest.
its cool
how its a plaza and how there can be a break spot and have shrubbery
i like all the plants and the walking space
Concept 3 is not a choice for me because me and my family use the road to come to school and to go back to home.
I didn't liked this design because you can't drive by it.
It's good because there are a lot of trees but there's no car path.
its a good idea to make a plaza but it can be a bit boring
Like: greenery. Dislike: Creates traffic elsewhere.
There should be at least some space for cars if there is nothing else.
I LIKE THAT TH
noooooooooo
Non Starter making it hard for those of us that MUST use a vehicle for work and business. I LOVE to ride a bike, just bought an Ebike, and have NO PROBLEM getting around on a bike. Haven't had a problem ever, and I was a bike courier at one time.
Do not like the lack of driving lanes.
I like that it gives me direct, fast sidewalk access between my home and the grocery store, which is my main concern. I also think this may be the best idea, as cars have many other options to cross the CP rail line, but for pedestrians currently it is a 15+ minute detour to 8 St. limiting modes of transportation and citizen access
I like that 9th & 10th don't need to be lowered and that the underpass does not have to be so deep. I like the vegetation and how it prioritizes walkers and wheelers. I worry the space may attract homeless people and will impact feelings of safety.
Needs more green space
Love it!
It's not needed as the intersection is close to the river. Folks don't have too far to travel if they require green space.
Like: No playgrounds. 9th Avenue SW is a very busy avenue. Unsupervised (or even supervised) children could easily run out into traffic.
Like: Quieter to due removal of train crossing notification bell.
Not like: Reduction of vehicular connectivity to various roads.
I am a cyclist so when ever vehicles are eliminated I feel safer riding. I would encourage more people to ride knowing that they have their own lane
I love the focus on active travel modes, and the green space.
Lack of space for motorists is a concern.
it doesn't feel like the most efficient use of space.
I like prioritizing active transport options, particularly for this area of the city.
I think removing the driving lanes entirely is a problem for congestion in the larger neighbourhood. I think the green space focusing on active travel is nice.
Excellent design, feels like a proper cycle track. My primary mode of transport is cycling. This design makes that travel faster. I do feel like it may be hostile to walkers however to have such straight fast bike lanes.



I like the idea of removing vehicle access. It would make the underpass cheaper and faster to build.
Bike lanes, no traffic, more pedestrian traffic and access
No road is poor planning
This plan is the best, it encourages healthy activity which is shown to save health care dollars and increase physical and mental health. Lack of cars means healthier air. Tree separations are great.
Are you kidding? This is awful.
need access cars, particularly off 9th ave to coop and 17th Ave/mount Royal
I like the idea of creating an active corridor, but it is not well integrated into the rest of 11st.
A living space
I like that it allows for access to active travel. I do not like that it does not have enough park/play space.
Nothing. Why are we so car-phobic? What about public transit. This is now a space that can only be used by the majority of people in fair weather.
Removing vehicles from an important connection
My main objective with all designs is to ride my bike safely from the Bow River Pathway to the Midtown Co-op, Galaxy Diner, and destinations in Scarborough area. Amenities, aesthetics, and accommodation of other uses is secondary in all instances.
What is a private realm?
The is stupid. The city has not released the volume studies of their bike lanes to justify their existence When you see gridlock and no bikes anger ensues
Why spend time in a noisy area?
Great option.
Becoming more of a destination. Still not as impressive as concept 4.
Need some vehicle lanes
Concept 3 provides a beautiful yet simple walking and wheeling first experience. I like the straight, direct paths that don't snake for people who are walking, unlike what's presented in concept 4. I like the elimination of vehicle lanes. This concept would be a huge improvement for our community.
this project serves as a prime example of how City Hall in Calgary is a joke. The fact that money was invested in dumb ideas like this, is embarrassing for me, as a resident.
People can use sidewalks. Don't close the road to traffic. The only thing worse than having to wait for a train is to have the road deleted altogether.
Eliminates automobile access.
I like that it prioritizes active transportation.
This is a good option
Like: Higher priority for active transportation
No. We can't cut off this crossing from vehicles without making changes, especially along 14th street. This will damage business accessibility on the south side of the tracks.
Puts pedestrians first.
Great plan, affordable, practical
It celebrates active transport.



No vehicle access which makes getting to 10th Ave shopping and recreation 12th avenue from eastbound 9th Ave difficult
Don't like that there is no allowance for vehicular traffic.
Encourages active transit. This is probably the most pleasant and efficient design to move through on a bike.
Reflects how people actually want to get around a city, has green space, would transform the Safeway-to-apartment trip into something fun and less dangerous (although it'd be nice if we were talking about limiting the impact of 9th Ave)
Removing north/south car traffic is not good. Getting into downtown is already tough enough!
Good
In what world does this make sense? Just considering emergency vehicle access, cutting off one of the few locations for crossing the tracks makes no sense.
No cars?
Prefer this as a mixed-use area but still very focused on passing through
I think removing vehicle access would be too restricting and inconvenient. 14th and 8th streets can get very congested during rush hour. Removing options for fire and emergency vehicle access across the tracks also feels like a bad idea. Finally, I would question how safe the area would be at night.
Better but not as active or built up for the community as it could be. Get some space where there could be pop up markets, mini-festivals, parks, green space, water features and this could even be a nice sheltered area in the winter.
This is a stupid idea. If I need to get across the rails and into downtown from the Beltline, Lower Mount Royal, Upper Mount Royal, Cliff Bungalow, South Calgary, Altadore, Mission or other communities, I can only choose 4th or 14th. That's not enough throughput during a morning or evening rush.
I like that pedestrians and other active modes are the priority in this design. I like using more trees and greenery.
terrible no car
anything that completely removed auto traffic when there are already so few north/south options is a BAD idea.
like enhanced public space, like that it prioritizes active transportation, don't like that it doesn't include public transit
The cost of providing an underpass for only non driving modes cannot be justified
I like this but think thre concept 4 options are better
Residents in the West Beltline need a connection to Bow Trail/Crowchild Trail
As a cyclist, I use 11th regularly and this would be a massive improvement to my safety as well as the look and feel of the area
I would LOVE to see this, i think that it is bold, and risky; but lets be honest, lots of people are still addicted to wasting money on their car.
separate bike lanes
This wheeling infrastructure isn't linked to anything else in the community which makes it worthless.
Same as concept #4... NOTHING!
Not - Only leaves 14st and 4/5 st as north and south bound access points into the beltline



This is the winner. Lots of space for all active modes. Better separation for cycling and walking. Lots of rooms for trees.
Removal of existing vehicle traffic with no plans for alternate crossings to the west of the existing crossing.
greenspace
- like the wider pedestrian and wheeling paths - don't like the bench seating as this could be a place where the vulnerable might be more likely to hang out - making the area feel unsafe
Concerned about congestion on 14th Street and 8th Street because of no vehicle right of way. However, I still prefer this as a pedestrian and cyclist in the area.
Improvement over 1 and 2 but least practical of all the designs
Getting better than Concepts 1 or 2.
No road, though connections to 9th ave from 14th street will need to be improved. Feels more modern.
This is great! Fully support this.
Eliminate bikes.
Great but still need some car access
Seems to be a bit wasted. Would impede traffic flow in the west end of downtown into the beltline
I don't like the fact that I will not be able to drive on 11th Street. Not everyone in Calgary can do things by Transit or by cycling. I work full-time and act as a caregiver to my mother. Do you think I can do this by using Transit or riding a bike? It would take hours to get to her.
Eliminating vehicle traffic is a bad idea.
Don't like that vehicles aren't included.
Like that it is simple.
Awful idea to stop car traffic in this area. A lot of cars pass through here daily. Are they expected to go all the way to 5th St to get to this area?
The green space.
Not enough play area.
Nice to have a bike lane, but the transition is probably [omitted].
dislike that it doesn't allow vehicle travel
I don't like the idea of no vehicle traffic, I think diverting to other areas will just push congestion elsewhere, not reduce or spread it out.
Like the emphasis on active travel. Worry that with out the emphasis on place making the Concept 4, the area will be prone to undesirable loitering or camping
Safety for cyclists.
I think the flow of traffic at a downtown entry point needs to keep flowing and reducing the ability for vehicles to move north south will create additional complications elsewhere
Asking too much of it. Not a good place to hang around.
great for cycling
Encourages active transportation.
It's perfect. I like the idea of giving people more options to travel downtown without vehicles.



If blocking the area off to vehicular travel it seems to me that it would be better to provide some sort of public space that justifies the closure to vehicles.
no nearby vehicle route from 9 Ave to southbound. main route into downtown
I do not like that it does away with vehicle access in this area. This is a heavily travelled route between the Beltline and Downtown, and this would cause worse traffic issues particularly at peak times.
Doesn't include vehicle access - this is a vital vehicle connector across teh CP rail
I like that transportation is prioritized, but no access for vehicles will make navigating the Beltline challenging when coming in from the west, as 9th Ave does not provide access to 14th Street.
Like: Prioritizes pedestrians and non motor vehicle traffic. Full separated design is safer. Dislike: Lacks character. Is just a path not a place.
I like the larger green space. I like the simplicity of not trying to put too many features into the space.
Straightforward for cyclists
Effective, safe, comparatively low maintenance costs.
I like that cyclists and pedestrians can get through here quickly and efficiently and it would reduce car traffic on 11st.
Love it. It's great.
Useless with no vehicle traffic.
This is not feasible and will lead to traffic jams. Calgary is frozen over 60 percent of the year, this is a ridiculous design plan.
Need car access- what are the relative costs?
Nothing.
This is not practical as it stops the flow of traffic in & out of downtown
I like that it doesn't have any cars.
I love that the area becomes pedestrian-only, that there are more trees, and that pedestrians (walking, wheeling, etc.) get a priority area in Downtown West.
Beautiful but will severely increase congestion to as access to both Scarborough and Cannaught areas will be severely curtailed, especially Northbound Crowchild trail traffic. 8th and 14th avenue access to these areas are already over capacity.
I like that it prioritizes vulnerable road users
Emphasis in linking dense, walkable areas like Downtown West and Beltline with active modes and no car lanes is great. We need more of this. People driving have 14 St, 8 St, 4/5 St, lots of safe, wide choices.
Nothing.
This concept is amazing! It significantly increases access between the West End and Beltline West for the people who live in these areas. With a grocery store, liquor store, and a number of shops and restaurants, the pedestrian connectivity for this area is absolutely necessary.
I love the urban plaza and pedestrian path
I really like concept 3 and the designated paths for cyclists and pedestrians, which I believe will keep everyone safer.
This seems like an excellent idea, space for a little cafe or something might be nice?
I like that it's a walk way and it's nice and simple so it's just alright



Greenery and leisure areas
not as good as concept 4
As someone who [omitted] a few blocks away, cutting off 11th st is ridiculous to me. It's already difficult to navigate the inner city and it keeps getting made more difficult. I [omitted] on 11th st and it is a core part of me getting around the city to and from where I live. Not okay at all.
Concerned about impact to 14 st and 8 st as they are already busy roads, can they handle displaced vehicle traffic?
not interesting enough to justify closing vehicles. Concept 4s are interesting
Sweeping lanes of connection is good and the trees will help change the landscape.
Really like this one. Prioritises active mobility, like City policy directs. Also provides lots of greenery and trees.
Pick this one.
I love this concept. I think this would be a popular route for wheeling! I like that it removes the road surface and provides additional space for pedestrians. I think this underpass would get better use for wheeling and pedestrian movement than it will for the uses suggested in Concept 4 .
If we're going to close the street to cars, I like the amenities provided in the Concept 4 versions.
I like that this will cost less, I like that it will make the area more walkable and safe for pedestrians, I like that it will be less noisy as not a main route for emergency vehicles and cars
Like that is is focused on active modes...
I generally use this road as a pedestrian connecting to the transit station, so I'm happy to see this option. I'm used to choosing other options for vehicle connections because there is frequently train crossing.
Great strategic move to provide an advantage for active modes access and public realm distinct from the vehicle network.
Pretty good - love the active modes!
Pedestrian and bike focus could bring more people to the area
The focus on transportation over everyone being able to enjoy the space.
There's enough space for cars so I like that this gives space to people.
Like: efficient travel for bikes, pedestrians, etc.
I like that there are no cars, but you're just encouraging people to move quickly through the area and that seems like a waste of an opportunity.
This very efficiently moves people through the area. It is ideal for commuting.
This is quite a nice design, and I'd be happy if it was selected (though I prefer Concept 4, all versions). I like very much the idea of an urban plaza.
I wonder what the space would be like at night without the 'eyes on the street' provided by occasional vehicle traffic
Focused on travel
No cars is great. Stairs will make it a great place to hangout.
Love prioritizing active travel modes. Seems more comfortable, and like it would feel safer than 1 or 2.



It's better than 1 or 2 but still not quite there yet.
Love it!
Forcing traffic on 9 Ave to continue past 11st and use 8th St to go south would change other traffic patterns in the area. 10th St is now a quiet street; the heart of Downtown West. How can you make 11th St more liveable without ruining the atmosphere around other streets in the area?
I really like the amount of green space included. I really like the non stereotypical Calgary aspect of creating a place that does not emphasize the car. I don't like how this utilization of space creates dead space.
I like that cars have been removed, but it feels like there might not be enough walking/biking traffic to deter people from using it as a sheltered camp/drug use space. There's still not much imagination here. I like the opportunity for more green space though.
We have few enough vehicle connections crossing the CPR line even without removing one of them.
Like concept as long as all turns car traffic could be addressed at 14 St + 8 St. Don't compromise underpass height. Consider higher height to allow emergency vehicles.
Love it! Provides a safe bike/pedestrian corridor.
I like how this space removes cars, but I dislike how it still focuses on use as a transportation corridor.
I like the focus on pedestrian in this design. Traffic downtown is heavy and in areas with high volume like 9 Avenue, it can be a bit scary waiting at the lights to cross the street.
Very open and green. Seems like a waste of space to not further use this area apart from transportation.
I like how this concept prioritized non-vehicular traffic through the area. This is a very busy crossing for walking and wheeling and this would help people move more efficiently
Designed specifically for movement through corridor while allowing public space for those not in a hurry. Less opportunity for programming, more about getting somewhere vs being a destination
Like that this is more a park space, green space. It restricts the beltline from being a pass thru from people coming off 9th in vehicle traffic.
Love the pedestrian zones
No cars, that's great! What I don't like is how do people get to the benches to sit. And I'm not sure people would want to sit on the benches unless it's a hot summer day.
Love the space and safety for pedestrians and cyclists.
Provides excellent connectivity for active modes.
This is a safe way for active mode users to connect to and from the Bow River pathway
We should not be closing off 11th street to vehicles. It will economically hurt the businesses in the area as the next way to access it would be do a pointless u-turn at 8th street. Cars, emergency responders, etc. use 11th st for the benefit of our neighbourhood. Let's keep it easy to use for all.
The green space is lovely, but sacrificing a lane for that make increase the risk of congestion in the area.
Not enough green space
Prioritization of cyclists and pedestrians



love the idea but there are limited parks in area so adding parks would be better
[Omitted] people who drive, Yeah!
No. While I walk in the area basically daily, I actually drive through this crossing more often than I walk it. The loss of the driving connection is too much, and without further benefit. If you must remove the vehicle access, go with Concept 4.
Probably the best in terms of transportation, could be better on activation.
do Calgarians really want to hang out underneath a train track and next to one of the busiest and noisiest streets in Calgary (9Ave)? I think the gap between 8 and 14 could cause more congestion and make it difficult for individuals in the beltline and downtown west to get to services.
Nothing to like about it. No vehicle traffic can use the road.
Wheeling path is a good width. Sidewalk width is good. Trees are good, greenery is good. Urban plaza with benches is good. Lack of cars is excellent. Less clearance below the train tracks (3.0 m) than Concept 1 & 2 makes it cheaper. Leaving 9 & 10 Ave at grade is good.
This detracts from the current function of 11th St, and removes the possibility of transit being re-introduced to the street.
With the planned development in the area, a linear park and active transportation focus is a priority. This is a good option

12. How would you improve Design Concept 3?

How is vehicular access, particularly from the north, going to be managed?
It's Ok for what it does, but the concept 4's are way better
Continue the separated cycle track on the rest of 11 St - currently scary to bike especially at 9 Ave intersection heading north
Nothing
I don't think there is any thing to improve.
Make the stairs smaller
I would improve it by have more benches.
Its good
Add in route for vehicles.
Needs lanes for vehicles.
All the downtown underpasses would be significantly improved if there was sidewalk level (ie below grade) retail fronting the sidewalks. It would enliven the spaces and make them be (and feel) safer. I encourage you to design this space to allow for this as lots along this block are redeveloped
Seating in between the wheeling lanes seems like it will be annoying for cyclists (etc.) and unsafe for pedestrians as it's shown. It might be worth thinking about having both wheeling paths on one side, all pedestrians on the other with a few bridging sections and perhaps some bike racking between
See Concept 4 options.
Add a road
This is a more walkable design and I can't complain about having more walkable city scales not dedicated to the automobile.



Dedicated transit lane at the very least
Space could be better utilized so that it become more of a destination rather than a place to pass through.
more creativity
nothing really
Just bring the road back.
put a road.
I recommend we should add at least one or two path(s) for cars.
a bit more intractive things
By adding some more green space.
NOTHING.
nooooooo
Non Starter
Has to feature driving lanes for vehicles and transit. This concept may be applicable somewhere like 7 Street S.W. where the cycle track in downtown could be extended into the beltline.
Incorporate elements of concept 4 while maintaining at least one straight, direct path (could be combined walk/wheel), to provide direct access to crucial stores for Downtown West residents who don't own cars.
not do it
Make sure that proper cycle tracks are installed on 11 St north and south of the underpass so wheelers can safely and comfortably access this connection which will increase usage.
Needs more greenspace
Nothing
It would be nice to make it more of a "destination".
As mentioned above, great for cyclists, maybe not as inviting for walk-ability and explorability. Still better than a car centric design.
Get rid of the "urban plaza" space between the cycle lanes. This reduces conflicts and makes the underpass more functional.
Wish the design was more imaginative for pedestrians
Add road
Ensure that ramps are well-placed and frequent on the staired side to prevent wheel chair users being stuck at the top with only one ramp to use down.
Scrap it.
active travel modes should be continued the entire length of 11st sw to make this viable, otherwise, you just have one small section to speed through with your bike, which doesn't make sense from a cyclist perspective.
Increase park/play space.
Provide access to motor vehicles
Allow vehicles
Would not change it. Keep it as is.
N/A
na
Design concept 3 is optimal, I would not change anything.



[Omitted] anyone who requested this work. They should not be on the payroll.
Add traffic lanes
Add cars - all traffic modes
Would need to adjust pedestrian crossings at 11 st and 6 Ave SW for design to work effectively.
More activation of the space as a destination
Ensure space for walking, bike lanes
Add vehicle access
Wouldn't do it. This area is a crappy place to 'play', or have you forgotten there is a major thoroughfare and a TRAIN BRIDGE. It will be noisy, no one is going to want to spend their time playing under a train bridge.
Add some character and personality - elements of design 4
Have at least one lane for car traffic.
Add more trees
Put it in the garbage - sorry but this is just plain silly.
Maybe some fancy lights?
We are a winter city, and this is partly sheltered. Add market space like Prague where we have fire pits, play areas, green space and water features in the summer, in the winter there could be vendors selling mulled wine/cider and other food or retail items. Fast forward to concept 4B or C.
Toss this idea completely. I get that we want to be environmentally friendly, but cutting off this route for cars and emergency vehicles means more gridlock and is worse for the environment.
Make it like Design Concept4
change it to design 1 or 2
must allow autos to use the road.
It needs to allow cars to use the underpass
Eliminate it from consideration
Make it concept 4
A few more benches and trees, it could have space for a future chance of turning it into a park-way
This CONCEPT is great, but no mater what I saw, car addicted Calgary would win out. Plus, how would this impact emergency services if there isn't a place to cross the tracks from Crowchild to 8th street?
more greenery
Make it a functioning road... not a useless, and incredibly poorly placed park.
I wouldn't be supportive of any non-vehicle options.
Why not have bridge over rail tracks instead of under
Enhanced cycling and walking connections across 9th avenue and 10th avenue. Prioritize active mode travel at the signals.
really should include at least one lane each way for vehicles
Cars on one side bikes on the other.
Ensure there are transit stops at both ends for easy connections
Bring in smaller bits of concept 4. No reason it need to be all or nothing.



More pedestrian space, less bikes, more green space.
Increase car access
Allow vehicles.
Ensure all transport types are incorporated, as the Discovery Phase already indicated this was the preference of the majority of responders. Why are we pursuing 2 design types that don't address what your respondents have already told you they want?
Add cars
Do not do this!!!! I also think this area could become a space for the homeless population to stay to be out of the elements thus making this area unsafe.
More play area.
just have a park
Increase emphasis on place making to ensure it is a safe desirable public space for all and not just prone to undesirable loitering or camping
See design 1
I like designs 3 and 4 as it reduces car traffic and enhances active transportation.
n/a
Allow vehicles access through this area.
Add car access
Add concrete or metal bollards at intersections to prevent car drivers from entering the path and hurting pedestrians.
Nothing to improve, I think it is great.
Do 4 instead!
Get rid of it, go back to Design 1 or 2.
Throw it in the garbage and use Design Concept 1.
Scrap it.
It has to have vehicular traffic flow otherwise it is a waste of tax payers money
It works well as a transportation corridor but isn't interesting. It seem utilitarian. Perhaps adding a couple of art pieces will improve the feel. I do like having the trees.
Make sure the trees aren't all the same species?
Not use it. We don't need any more green space in the area as Shaw Millennium park is a 30s walk away.
Add a play area / playground - more like Concept 4A. Downtown West and Beltline are very dense, walkable, residential areas - and there are few playgrounds (0 in downtown west). Downtown West isn't lacking in roads...
Allow traffic.
Could we offer a way to ensure that the grade of the pedestrian way stays minimal to increase accessibility for wheeled mobility aid users. Might I also recommend hand rails for steeper ramp sections for persons with balance mobility issues.
No road
More green plants, like bushes.
I would love more seating or just more trees in general maybe more green space even to sit on
Steps are too high. Ensure separation between pedestrians, bikes and scooters.



Don't cut the road off. You're eliminating an important road for me with little benefit, since the extra park space is small. So few roadways go from the core to the Beltline, please don't eliminate any.
make it more interesting
Have a 2-way cycle lane separate from walking so the speed differential doesn't become a safety risk.
It's great.
Maybe have a closed lane for transit or emergency vehicles but keep private vehicles out.
I would incorporate more art and seating.
look at ways in which to incorporate mural artwork, soft scapes, low impact development, amenities in the area (coffee shop at businesses?), maybe add programming (music or interesting feature)
Could have two lanes of bike traffic on one side and then lane reversal access on other side for transit.
I like how option 4 makes this an actual destination rather than just a way to move.
Could this be implemented at 7 Street SW, to extend the cycletrack from the Peace Bridge into the Beltline?
More of a destination
Added installations
Move the wheeling lanes to the sides.
Space for temporary structures and pop up stores. Like little coffee booths or other vendors.
More green space.
Encourage people to slow down.
Allow a place for people to linger
While I understand that the tracks themselves are unlikely to be moved, this would really be part of the ideal solution (unless the right-of-way can be used for passenger rail in the future). The urban plaza would be better without a freight rail overpass. But... passenger rail would be welcome.
Make little parks in there so you don't get those obnoxious high speed cyclists.
Would make it look nicer? Steal some things from various 4 concepts.
Na
Activate it more- Concept 4 variants
Make it more park-like. Green space is so lacking downtown so having as much grass/trees/flowers/etc as possible would be so lovely. Find reasons for people to go there, maybe a small coffee shop or something to deter unsavoury activity.
Scrap it.
Great landscape, art, lighting, tech + activity space. Not a playspace. Consider the option of commercial space spilling onto public realm to animate and provide natural surveillance - coffee shop, unique restaurants, specialized retail
Put more focus on use of public space for seating, activity.
Ensure the area is bright and safe for pedestrians.
No need to spend all the money on an underpass if most of the space is unused.
Special attention should be placed on the intersection connections to the underpass at 10 Ave and 9 Ave. There could be a lot of conflicts with drivers turning from 11 Ave onto either 9 Ave



or 10 Ave at the ends of the underpass, with people walking and wheeling going straight through.
Ability to add kiosks
Add more market type options, make it a vibrant space to hang out and eat, relax, participate in, This will also help it be more of a community space, more community = less crime.
Make it a bit more fun
Make it concept 4 (sorry).
None. This is great.
Seating, on it's own, may not be well utilized. Amenities (options 4A, 4B and 4C) might provide more of a draw.
This is a good concept and I wouldn't complain if it were built as-is.
Add lanes for vehicles
Allowing additional lanes for cars
Add more green space
More trees
Ensure that the underpass area can be converted back to vehicle access later, when electric cars are more popular
If you must take out the vehicle access, go all the way and do something characterful from the Concept 4 choices.
Why do you have to cross the wheeling path to get to the bench seating in the middle? Unnecessarily dangerous, put the benches by the walking path.
Make it so cars can go between the communities
I wouldn't build it.
Hopefully you have this already, but make it uber accessible (people in wheelchairs, with vision problems, etc.). Incorporate murals or other art.
If we're going to lose the driving lanes, it better be worth it. This doesn't go far enough to make it worth it.
Permit vehicles, or at the very least, transit services to allow for a more reliable north-south downtown-west corridor. I would not choose this option.
provide a pedestrian overpass for 9th avenue. This is a dangerous corner for pedestrians and in the winter the wait for the light change can be brutal. There should be a direct connection to the sidewalk so pedestrians and cyclists don't have to stop to get to the train or river.

13. What do you like or not like about Design Concept 4?

If there is not going to be vehicular traffic, this is the way to do it. Make it a park or amenity space for the people who live in the neighbourhood.
Concept 4 designs are the best because they prioritize pedestrian spaces, active living, and place making.
nice, but problematic for emergency vehicles
I think that there will be too much negative interactions between active transportation, children and dogs. Concept 4C is nice with some sculptures in the area



I like all of the concept 4 ideas. Any would be great. Personally i prefer a bit more green/ flexible space
Safe separated cycle track and new car-free public space which is currently lacking in this part of the neighbourhood
All potential uses are interesting in terms of bring a 'place' element to the underpass. Creates the option for people to stick and have an urban refuge from car traffic without sacrificing active mode connections. Very green.
I love the play ground and fitness centers.
It is amazing I love it it is a great place for picknikes and for familys and adults and kids
I like the playground
I almost like this one it has space play.
Does not seem like an appropriate area to focus on children's playground or fitness area. Will be noisy from the trains.
I don't like that there are no vehicles.
Not a bad mix of public space and non-vehicular travel access, though I worry about conflict between bike traffic and other activites. Don't like the art one - eliminating private vehicle access will be problematic enough in Calgary without getting into the whole art thing. KISS.
I really like this idea. Maintaining public park space is crucial as Calgary densifies, and developing fun, relaxing ways to traverse the city is going to be very important for the cohesion of the downtown. Some combo of nature (evergreen), fitness, and relaxation would be great (climbing wall 🙌)
OMG, this is incredible. What an opportunity for Calgarians... this creates a much-need public space in west downtown/west Beltline. I LOVE the spaces for families. This is practically an attraction, and would be a wonderful long-term amenity to a fast-growing community. I like the fitness the most.
This seems to be a bad place to cut off motor vehicle access. It currently provides the only complete connection from 9 Ave to 10 Ave in the area (since 8 St and 14 St have incomplete access).
These are optimal options and I would expect that if the city decides it is more interested in walkable spaces with no vehicles, this would be a model to replicate in other areas. This is the optimal plan in my opinion.
It does not address all forms of travel to connect between the belt line and the core.
We only have so many ways in and out of the beltline, need to maintain transit/passenger vehicles
No cars. We don't need a play area or fitness area under a train bridge. This is an important traffic connection under the train track
Love this plan. Public realm is enhanced to its full potential. It becomes a destination as well as a gateway from the beltline to downtown west-end/riverwalk. Vehicular traffic is not impeded severally as it can be rerouted 3 blocks away in each direction.
it has a playground
its amazing
4a, its fun for children and maybe some teenagers cause they can have a break of walking and then do some activities for walking
i like that concept 4 have some thing for to do and its a people can hang out and fun!



I like concept 4 because the theme is for all ages and you can also get a little active.
I liked the playground.
It's a beautiful place with perfect path . I like everything of this Design Concept.
i love it its good for kids and its inactive
I like that theres a play ground
Fitness = unnesasary. Playground = ok/meh. Art = better. Whole concept = WHY? YOU DON'T NEED A WHOLE PARK UNDER A TRAIN! (no offence to whoever idea'd this, though). pls make more green spaces elsewhere in Calgary. thx
We love that design! It has a playground!
I LIKE EVERYTHING ABOUT CONCEPT 4.
yeeee boy
I will never favour taking away car lanes on a road built for cars.
Do not like the lack of driving lanes.
I like that it provides more park space in our area. (And will integrate well into Stephen Ave revitalization). I don't like that it will increase my walking time to & from the grocery store, because there is no straight, direct walking path.
limit modes of citizens use of it
4a is by far the best concept. Downtown needs playgrounds and a railroad themed playground here would be perfect. Children at play tend to keep the homeless away which is win-win in terms of safety. 4B may not get as much use as 4A & 4C may just create a space to linger for homeless.
I love these designs, especially with good bicycle/skateboard/scooter/pedestrian flow.
Are are very creative
Calgary needs to have much more art like Chicago. All can enjoy it whether they are walking or driving.
Not like: 9th Avenue is a very busy road. Unsupervised (or even supervised) children could easily run out into traffic. Current playgrounds in our area are either fenced in or are not located directly next to a high traffic road.
Love that it encourages active travel and outdoor play. I like that it has spaces for all members of the community, and it feels like a safe place to be. I like the inclusion of plants and natural materials.
We like that this involves everyone, it makes a space for everybody. It seems like too much for the underpass and we are worried about the cost. The park feels like it might be isolated. It does not connect to other greenspaces, like East Village has a nice river by it and feels connected.
while more amenity is almost always a good thing, i dont feel like forcing a not particularly desirable spot to be a public destination is the best - we should improve and make other empty, utilized parks/squares rather than trying to make something that it is not.
I don't like the full removal of the road because of neighbourhood congestion. These are nice ideas but I feel uncertain about whether removing the road to put in art or fitness equipment will result in something that is highly used in this particular spot. It is still an underpass after all.
Feels dangerous have a children's playground so close to the main road. The art space may feel out of place with the noise of the train above. When we imagine an art space we imagine it being peaceful.



This is my favourite design, it's just so colourful and inviting. It seems like it'll bring the most people to come and use that space. Making it feel welcoming. The active transport track (for cyclists and other wheeled transport) is curved to reduce speeds for children's safety.
I dislike all of these concepts. It seems like the person who came up with them has never used one of the existing underpasses in the city, but the trains overhead absolutely ensure that very few people will want to spend any more time in the underpass than they have to.
Love 4a there isn't enough playgrounds around this area and this is perfect, lots of green, pedestrian friendly
No road and to much unnecessary expensive art, thinking of the blue circle!
This plan is the good, it encourages healthy activity which is shown to save health care dollars and increase physical and mental health. Lack of cars means healthier air. Tree separations are great.
This is not the place for an urban destination. It's a railway crossing.
Would be a neat urban park
it creates additional green space in the Beltline/downtown west side which is lacking and it prioritizes people over everything else. cities are for people! more trees are great! we are lacking trees in this city!
All three are great, somewhere I would want to live
I love them all! Especially 4A and 4C.
Nothing. Why are we so car-phobic? What about public transit. This is now a space that can only be used by the majority of people in fair weather.
Weird to propose a park on a key vehicle connection in downtown, really what are you thinking? With Shaw Millennium Park so close, put some money into this area, make it more family friendly and upgrade the skate/wheel park. This is an important amenity in the west end, work with Parks colleagues.
I like it. It adds a whole new revived area to this industrial like part of town.
Really ???
Don't like the idea of spending leisure time near train tracks.
Love the climbing wall. Downtown doesn't have enough destinations and cool places to hang out - it feels like a concrete wasteland because of all of the vehicle traffic. This would greatly enhance Downtown as a destination
still need vehicle lanes
The play idea actually made me smile. So cool
I imagine most people will only be passing through this space due to foreboding presence of freight trains, even with destination features. Underutilized destination features will give a bad public perception of the area. Do not like the snaking pathways for people who walk.
I can't believe my tax dollars are going to pay the salaries of people who did this work. What an absolute waste of time and money.
I don't like that the roadway has been deleted. And why would people want to hang out between tall building structures on a "road" below a train line anyway? Not where I would go. Sounds like a new hangout for transient people.
eliminates automobile access. Wasteful use of resources, unnecessary and impractical location for urban destination.
I don't know if it matches the demographics of the area. But, there is a lack of family spaces in the area.



I do not like the idea of the playground. But do like a workout park. We don't have enough nice outdoor workout locations. Would be nice to have a workout park for adults.
Love: the space used as a destination, more space for families to exist
These are Druh Farrell specials. Lots of art and creative nonsense costing lots of tax payer money, completely cuts off a primary transportation mode without resolving issues elsewhere.
Don't like. 11th Street is a connection for the customers to businesses in this area to reach 6th Ave/Bow Trail then Crowchild. Instead of wasting tax money on this focus on other downtown priorities, business have abandoned downtown.
Innovative. Fun.
Great designs, keep it affordable, allow for contingency of conversion to transit or cars in future if a conversion was ever necessary
I like the idea a lot.
Do not like No vehicle access. Like the wider underpass letting more landscaping and light in vs a dark scary underpass
Don't like that there is no allowance for vehicular traffic.
Transforms the area into a community space and a destination rather than just a need to travel through. More playful and fun, potential to add character to this area of town which is somewhat lacking. However may be more annoying to bike with more kids, pedestrians around blocking lanes.
It's incredible! I love that this is a chance to make a place.
Same as above. Removing north/south access to/from downtown when it's already limited is no good.
More trees
There is very little to like about this. A transportation corridor should not become an art installation. I would have thought the city would have been more aware of this considering their absolute disastrous "art" projects of the past.
Who wants to go play on-top of a railroad? A market would be neat.
Creates an opportunity for more than just getting in and out of downtown.
This is the best choice out of all the items presented. The City of Calgary should definitely add more public places that emphasize activity, safety, and connectivity! :)
I think removing vehicle access would be too restricting and inconvenient. 14th and 8th streets can get very congested during rush hour. Removing options for fire and emergency vehicle access across the tracks also feels like a bad idea. Finally, I would question how safe the area would be at night.
I would like to see 4 b and c integrated. This is my favourite. I don't see any public washrooms, The City needs to start integrating this into their public space concepts. I don't understand why this isn't happening - have the planners ever travelled to Europe or Britain?
This is a [omitted] idea. If I need to get across the rails and into downtown from the Beltline, Lower Mount Royal, Upper Mount Royal, Cliff Bungalow, South Calgary, Altadore, Mission or other communities, I can only choose 4th or 14th. That's not enough throughput during a morning or evening rush.
I absolutely love the bold and creative use of this space! It is a fun reimagining of this road and really adds to the amenities in the neighbourhood. I like the idea of having flexible space that could be used for hanging out, playing or events or performances. Love it!!
worst ever design



anything that completely removed auto traffic when there are already so few north/south options is a BAD idea.
like enhanced public space, like that it prioritizes active transportation, like the decreased ramp grade, don't like that it doesn't include public transit
The cost of providing an underpass for only non driving modes cannot be justified
I like ask these options
Residents in the West Beltline need a connection to Bow Trail/Crowchild Trail
Making it some place to go rather than just go through. There needs to be more destinations in the city to attract and retain us. I am a big fan of a fitness park. It would be really cool it see one, especially on the west end of downtown
LOL, no. Playground? no. Fitness? no. Art? maybe. While I LOVE THIS, and I think it is ambitious, it is not realistic for Calgary.
Love repurposing this block for public space
This section isn't suited for exercise. with all the traffic the air is polluted with exhaust.
Nothing. It is costly and incredibly poorly thought out.
Playground under a relatively busy Train line? There's a perfectly good park at Millennium Park.
Play concept is best
Removal of existing vehicle traffic with no plans for alternate crossings to the west of the existing crossing. Way too much extra functions when all that is needed is a better crossing.
fun on paper, but all would be ridiculous in real life: totally impractical, would require huge regular maintenance, and once again = city planners pretending we all live in San Diego rather than accepting this is a winter city for 6 months of the year. So tired of them ignoring winter impact
- like the themed concepts - it looks kind of odd having this space in the middle of traffic that's supposed to go straight through and cars having to detour - it would interrupt the flow of traffic
I like the playgrounds. There is little in the area for Beltline families.
I love these designs. They probably won't be popular at first but they would create an area that will become another destination that people visit when they come to Calgary and that can enhance this area. They are bold. There are few chances to add something this bold to the city and
These look great and would help reduce urban blight.
Love the playground one. Tons of young families are on this end of the beltline with limited modern playgrounds to use.
Concept 4 is the best. Very exciting to imagine using street space as a place for the community.
More green space and quiet space for people to enjoy.
This feels ideal for summertime but given how much snow we get, this feels impractical
I think it would be under-utilized. There are other green spaces nearby
I don't like the fact that I will not be able to drive on 11th Street. Not everyone in Calgary can do things by Transit or by cycling. I work full-time and act as a caregiver to my mother. Do you think I can do this by using Transit or riding a bike? It would take hours to get to her.
Eliminating vehicle traffic is a bad idea.



Don't like that vehicles aren't included.
Don't like any of these. This is a traffic corridor and should remain as such. There is no need for anything else as there are events at Shaw park, the river pathway is close by, there are parks in the beltline two blocks away. The added items here that aren't related to traffic aren't necessary.
See concept 3
I like the new green space with playgrounds and the potential for retail and attractions.
Nothing
It's actually a nice place to be.
dislike that it doesn't allow vehicle travel
I don't like the idea of no vehicle traffic, I think diverting to other areas will just push congestion elsewhere, not reduce or spread it out.
LOVE concept 4
Reclaiming street space for humans instead of cars.
limited vehicle traffic
Crime potential.
Love the idea of a multi-functional space that builds community and provides a safe through way for active transportation.
I like the fitness and play concepts. The art one seems kind of whacky.
is this really a destination? there is a large park area kitty corner to this. why would someone come here instead?
I do not like that it does away with vehicle access in this area. This is a heavily travelled route between the Beltline and Downtown, and this would cause worse traffic issues particularly at peak times.
It's a nice idea, but doesn't add efficiency of navigating the ridiculous CP rail corridor.
This is on the far end of downtown close to Shaw Millenium Park, so this doesn't seem like an urban destination is a necessary design for this location.
All three of these options are good. I like the one that emphasizes fitness the most. All create a space and allow for traffic to flow. All are safe but could improved by using bollards to ensure vehicles can come over the curb and hurt people.
I like the green space. I am concerned about the maintenance of the features/structures in this design.
Great addition for downtown, any of these would be welcomed
No one wants to try to relax in a public space with a long train going by directly overhead. And in the event of a train derailment, these "public spaces" would be a death trap.
Good, but it would seem to slow down cyclist and pedestrians that are in a hurry to move across the tracks.
I love how it makes this spot a destination. This part of the city has no parks and it would be a lovely little park. My preference is for play or art
Nobody will use this space for fitness or play while it's riddled with the sketchiest people in the Province. Art may work, if implemented along with an actual road.
This is not feasible and will lead to traffic jams. Calgary is frozen over 60 percent of the year, this is a ridiculous design plan.
Does not provide for cars. Uncertain of costs.



Nothing good.
There is nothing to like as it is a waste of tax payers money & would make access into & out of downtown harder. This design would make a case for finding a different city to live in
I really like Design Concept 4. I prefer Design Concept 4A and 4B best since it makes the location more of a destination by having some active elements instead of just art.
These options are—by far—the best of the bunch. Each creates a safe and interesting place for enjoying the outdoors, getting to your destination, and getting out of your car. The colours, the trees and greenery, the potential for playgrounds/fitness equipment/public art are all fantastic additions.
Beautiful but will severely increase congestion to as access to both Scarborough and Cannought areas will be severely curtailed, especially Northbound Crowchild trail traffic. 8th and 14th avenue access to these areas are already over capacity.
a little worried that children/people not looking would get in the way of faster moving cyclists through the area
Love 4A. Kids will love a play area near trains. Downtown West is one of the densest residential areas in Calgary and it has 0 playgrounds, but tons of existing wide roads and easy access for drivers to 8 and 14 St SW underpasses.
Nothing.
I love this concept. The idea of creating a park is amazing and revolutionary for the city. This could be a precedent setting project for the future of our city. There is also a lack of park space per resident in this area, and with more condos on the rise more parks will be necessary.
I love how much green space there is and how much room there is for various activities. I also like the fact that there are no roads.
I really like concept 4, and its respect for those who live, play, and commute within the downtown area.
These ones are my favorite. I am confused about the fitness one though. Is it definitely going to be a boldering wall? I think that is a good idea, but if it was substituted with some other fitness equipment I might not like it as much.
I love almost all of them except fitness is my least favourite while the playground is probably my number when it comes to design 4 mainly since there isn't many playgrounds in downtown Calgary that are kept up well and we need more playground for kids in that area
Leisure options, walking areas, pedestrian safe
As someone who lives a few blocks away, cutting off 11th st is ridiculous to me. It's already difficult to navigate the inner city and it keeps getting made more difficult. I live on 11th st and it is a core part of me getting around the city to and from where I live. Not okay at all.
I like it. It's interesting to be worth losing vehicle access
Its modern and will actually attract people to use as recreational space. Add colour to a very "grey" city center.
Could create a public space in an area of the city lacking small public spaces.
Dont really know if a playground here is great. Better improvements to Millennium or empty parking lots could be better. Like the idea of a public art plaza
There are not enough green spaces to enjoy in beltline area. This would change that.



I love this concept. I think this would be a popular route for wheeling! I like that it removes the road surface and provides additional space for pedestrians. These concepts remind me of Underpass Park & Bentway Park in Toronto.
I like this one a lot and I support public art wherever possible. But I do have traffic concerns which is why my #1 choice is 2.
I like that this will cost less, I like that it will make the area more walkable and safe for pedestrians, I like that it will be less noisy as not a main route for emergency vehicles and cars, I like that it is a unique out of the box idea
Love place making idea. We need more outdoor all season spaces...as this last year has shown us.
With all the new condos going up in this area, it's great to see some space dedicated to residents! Not just commuters. I think this would make for a really interesting park - sort of like the new one in Bridgeland.
These are excellent ideas for making this not just a connection but a destination. Love them all. Great strategic move to provide an advantage for active modes access and public realm distinct from the vehicle network.
LOVE THESE IDEAS. This is what Calgary needs to be doing.
Perfect for pedestrian movement and sprucing up the area
All 4 designs are great
Calgary needs more public art.
I'm excited just thinking about this existing in Calgary. I really hope it happens.
They're all amazing.
4A is the best one but could maybe do a mix between all 4?
This prioritizes people over cars. It is an ideal design.
This is the design that best supports the vision of a livable, walkable downtown core, and will help improve the public realm for people outside of cars. Our downtown is severely lacking in this regard. To make downtown a 24/7 destination and a lively and exciting place, this is the path forward.
I wonder what the space would be like at night without the 'eyes on the street' provided by occasional vehicle traffic. CPTED?
Don't see the need to remove the street
All of them are great. Make art that people of all ages can climb on??
These are all my favourite, even though I ranked them above. It's such a strange crossing already right, why not make it the most interesting one in Calgary? Something a little useful or beautiful would be really welcome here -- this would basically add a much needed park downtown.
4a is healthiest for our kids. We know it's important for them to be outside, let's build a city where they can be!
Still need vehicles access lanes. There is a park one block away, very few residential so I do not understand the need for another park here
Playgrounds are awesome!
We do need more children's playgrounds in Downtown West. Art is a nice feature but just as important are fitness and activity opportunities. More coffee shops would be nice too, since food outlets attract people and makes an area safer.



I think a combination of all three variants would be fantastic! If I had to pick one I think I would lean to the active art concept.
SO MUCH. I love lots about this. It feels like it could be activated as a really nice space, especially if money was invested in making it lovely and alive with flowers, fruit trees, nice shrubs, grass, etc.
We have few enough vehicle connections crossing the CPR line even without removing one of them.
Generally not supported. I don't believe a destination space will work here, unless complimented by commercial. I believe play spaces would work best adjacent to river on 11th Street, and at Contemporary Calgary, and possibly at intersection at 8th Ave.
I feel about the same for all of the #4 concepts, they prioritize active travel, while creating a destination. I have no real preference into what the destination is.
I like these concepts the best, because I think they add the most value to this area.
I like these designs because they incorporate nature and community. They are also good for people and families who live in the area. Right now there aren't safe places for downtown residents and their families to gather.
"Uses the unused space in concept 3 and puts it to use while still maintaining the greenery. Unfortunate to lose all modes connection."
I like the idea of making places that attract people to stay in the area. This will increase the feeling of safety for the underpass, which is a big issue with these underpasses.
Love all of these, giving the street back to people. A place to explore, gather, play, experience, discover and fall in love with. Lesser grade connects to the city vs other options where you are separated from it
I would like a combo of all three, why not play, fitness and art? Parents can take their children to play and also do their own fitness while enjoying the art in the space.
I do not like the outdoor fitness option - in my experience, it makes it less friendly for families, cyclists and pedestrians.
EVERYTHING! Playground is great! Plus it has shade coverage which is great when it's sunny. Also, no cars! So good. Worry there maybe conflict between cyclists and other users when crossing the bike lane.
It is an amazing concept. I love all three alternatives.
These are excellent ideas. I would support any/all of them. Especially since park spaces in the Beltline exist at a lower rate per capita than other communities.
There are few few green spaces in the Beltline and Downtown, especially considering the population density. This is a genius idea to create bonus park space out of "nowhere."
They are wastes of the space and is a huge disconnect to the reality of 11th street's importance as an transportation artery to the smaller streets.
It looks great on paper - but this is a very fast paced environment and don't deem it as fit to have playground, art of fitness below in an underpass
Seems like a waste of money to put art and sitting areas between 9 and 10 ave it is so loud there.
Do not like inclusion of the art/equipment in median. Like the prioritization of pedestrians. may be a hard sell
It's bold, and done right, could be a cool feature destination. Otherwise, stick to the first concept.



First, I don't approve of removing the vehicle access, I use it a lot. Having said that, #4 is a cool idea, and if you must remove access, this will give the area some cool destination features as a make-up. 4a is particularly enticing, given the crowding at the playground a few blocks south.
Combines an activated site with modern transportation modes.
Do Calgarians really want to hang out underneath a train track and next to one of the busiest and noisiest streets in Calgary (9Ave)? I think the gap between 8 and 14 could cause more congestion, and make it difficult for individuals in the beltline and downtown west to get to services.
Nothing to like about it.No vehicle traffic can use the road.
Wheeling path width is good. Sidewalk width is good. Trees are good, greenery is good. Playground/art is good. Lack of cars is excellent. Less clearance below the tracks than Concept 1&2 makes it cheaper. Leaving 9 & 10 Ave at grade is good. Winding sidewalk will make people walk on wheeling paths.
It's bold and creates a new destination.
This detracts from the current function of 11th St as a north-south vehicular access road, and removes the possibility of transit being re-introduced to the street. Also reduces emergency vehicle permeability, and ease for future transit route changes in downtown.
I like that these options focus on place making. It would be an amenity which will entice people to move into the area.

14. How would you *improve* Design Concept 4?

Include BIPOC artists work in this space
Shaw Millennial Park / Mewata needs to be developed more. This is where the playground equipment and fitness facilities need to be installed.
they are each pretty good
Continue the separated cycle track on the rest of 11 St - currently scary to bike especially at 9 Ave intersection heading north
I'm sure there are small technical things that could be done but overall concept is strong
I don't think there is any thing to improve.
I love it so much and I think it needs nothing
I would improve it by have a water fountain and have a bathroom.
Almost good
Needs lanes for vehicles.
All the downtown underpasses would be significantly improved if there was sidewalk level (ie below grade) retail fronting the sidewalks. It would enliven the spaces and make them be (and feel) safer. I encourage you to design this space to allow for this as lots along this block are redeveloped
I would add a beautiful kiosk to make this park winter-proof via hot beverages. A fire pit could be really nice as well for extending the parks use into the evenings/colder weather. Making Calgary a great place to be in cold weather is really important, and uses like fitness might be limited with ❄️



Nothing. This is incredible. I can hardly believe we'd be so bold and people-focused in Calgary.
Add a road
The option is art, fitness, or play is great. It gives the neighborhood the ability to have options based on the community interest level. I would be astonished is Calgary could pull of any of the concept 4 ideas. It would refresh the beltline/downtown west end. Any variation of Concept 4 would win.
Include provision for transit and vehicles.
Dedicated transit lane
If room allows it would be nice to have a square for market tents in the summer.
bigger playground
nothing its amazing
nothing really
that the cars can go through
Not much!
nothing.
nothing
Delete.
We wouldn't try to improve anything!
THAT THERE SHOULD BE MORE TREES.
yeeeeeeeeeeee boy
Scrap
Has to feature driving lanes for vehicles and transit. This type of design should be more so for new linear parks boarding the CP Rail tracks in downtown.
Put a straight path in the middle or on the side. I am also concerned about safety in the underpass, as our neighbourhood has a high number of hard drug users and homeless people around.
not do it
4A would be the ideal design choice. Making sure cycle tracks are installed on 11 St both north and south of the underpass so all users (and especially children) can access this space would be key to success.
Nothing. Need to ensure cyclists don't injure the pedestrians
I would not use items that are kid magnets as this area is sandwiched between 2 busy avenues. My friend and I have both experienced nearly being hit by cars while walking across 10 Ave. It is very concerning that parents may send their kids unattended to these areas.
A playground made out of all natural materials would be amazing! And more space for creative play - pieces that can be moved and changed so kids can create their own play spaces.
incorporate small elements of amenity into concept 2 in key locations.
"Not much, all four of these designs are the best of all the options. I do prefer the more colourful, organic curved shapes. The art one is my least favourite, it seems less green, and more angular. It feels more abstract and less natural and inviting."
Straighten out all of the pedestrian walkways and turn it into a linear park, with trees and benches/other uses in the middle. The bending, angular sidewalks make it less functional for



every person who travels through the underpass. The majority of users will only want to get to the other side.
4c I would prefer to have something else other than just artwork
Add a road
Playground is not well-placed in the city, would prefer art or fitness.
Scrap it.
Cobine 4a & 4b
it needs sound buffering for when the train goes by. the train is really loud, and I can't imagine that sitting/playing adjacent would be an enjoyable/peaceful experience.
Combine 4A and 4C.
Allow vehicles
Make sure it's easy to keep clean and has facilities like public toilets and water fountains.
Add car travel
Nothing, all of these designs are amazing!
No one wants to play under a train overpass. It's ridiculous.
na
Eliminate destination features and go with design concept 3 instead, give priority for people passing through who are walking and wheeling.
Is this a joke? I hope this isn't going to be part of the whole "invest in downtown" make-work projects? Because this doesn't help downtown. [Omitted] like this hurts downtown.
This concept should not even be considered. Such a waste of time and resources. Do not waste our money on this.
scrap idea of urban destination at underpass. Numerous nearby urban destinations - don't eliminate roads to artificially create them where it won't work.
A fitness park well designed with fitness pros. Various exercises for various sports. Offer a top of the line dedicated outdoor gym park
2-way cycle track along one side (instead of two separate cycle ways) to reduce potential conflict between children and bicycles.
No. Just no. Yes there are lots of multimode users but this is a transportation and commuting corridor, not a 10kph bike zone because people are looking at art or playing in a playground.
Abandon it.
Keep the cost practical, don't waste too much space on playgrounds when parents don't want their children playing next to homeless people anyway.
Wouldn't do it. This area is a crappy place to 'play', or have you forgotten there is a major thoroughfare and a TRAIN BRIDGE. It will be noisy, no one is going to want to spend their time playing under a train bridge.
Can use elements of each - can have some art, play structures and simple fitness features such as chin up bar. Bike lane needs to be clearly marked and separated from walking paths. Bike lane should move through the space more efficiently (ie in a straight line) while walking paths can curve.
Have at least one lane for car traffic...
More trees
Put it in the garbage - sorry but this is just plain silly.
Art is cool. Who wants to bring their kids on-top of a train track to play?



Pick a different location for an urban destination. Sitting underneath a busy railway line is not an appealing idea for a place to relax.
Integrate 4b and c, not just art - add in play for children and adults and intersperse art throughout the space. Think about winter design though - how well can the model transition to winter. Can we have a winter market with vendors and firepits in the space, is there solar heated seating?
Toss this idea completely. I get that we want to be environmentally friendly, but cutting off this route for cars and emergency vehicles means more gridlock and is worse for the environment.
Perhaps include a pathway that travels directly through the space on one side to accommodate people who use 11th for commuting by foot or bike or to do errands (like going to Co-op).
change it to design 1 or 2
must allow autos to use the road. there is so much ""dead space"" in the west village, us IT instead of an important north/south connection.
Eliminate this design concept from consideration
I would hi with 2b
Lighting! The whole core needs more but as a destination, we need more lighting at various different heights
This CONCEPT is great, but no mater what I saw, car addicted Calgary would win out. Plus, how would this impact emergency services if there isn't a place to cross the tracks from Crowchild to 8th street?
I would not put the play structure under the road as would be dark underneath
make it a road!
I would make it a road like it is supposed to be.
Why not just make millennium park nicer
trash all of them
This would need to be done with improvements to access at 14th and 5th to accommodate the increased traffic.
Plant more trees to make the area more of a ""free flow park like setting"" instead of a ""linear"" design. Try using permeable surfaces instead of asphalt. Have you ever considered wood block paving?
Ensure fencing is around the end as those are extremely busy roads for young children to run out into
You're right on track. Good job.
Focus on more quiet green space and less playgrounds and bikes.
Have cars go through
Allow vehicles.
Ensure all transport types are incorporated, as the Discovery Phase already indicated this was the preference of the majority of responders. Why are we pursuing 2 design types that don't address what your respondents have already told you they want?
Do not do this!!!! See concept 4 regarding this area becoming unsafe.
Love it!
Water fountains and public washrooms.



Ensure concept is durable, well maintained, easy to keep clean. Ensure features are designed so they are not prone to undesirable loitering or camping
Lighting at night
See design 1 or maybe 2
keep cycling corridor separated from play/art/fitness areas
I like designs 3 and 4 as it reduces car traffic and enhances active transportation.
Make them more accessible for people with disabilities.
It would be nice to have an active travel overpass over 9th ave to connect the new space to existing spaces near by at Millennium Park.
Allow vehicles access through this area.
Ass vehicular lanes
Add concrete or metal bollards at intersections to prevent car drivers from entering the path and hurting pedestrians.
It's less convenient & safe for cyclists to move through, there is likely to be a lot of wandering people on the bike path.
Ensure that there are direct/shortest path routes for cyclists and pedestrians.
I would make sure the bike path is suitable for commuters. It looks like it, but hard to tell on the image.
Throw it in the garbage and use Design Concept 1
Scrap it. Do you understand how badly these failed in Montreal? It will be a homeless shelter in a month!!
Perhaps there is no need for the dual pedestrian area. It would allow for more green or play space if there was only one pedestrian route through the area.
N/A—great job!
Not use it. Not needed, Shaw Millenium park is a few short steps away.
could we move both directions of cyclists to one side? so that they can easily get through the area without having to worry about running people over? I'm assuming it would be hard to have a conversation with trains going by frequently. Loud noises can be stressful over a prolonged period of time
Find a way to remove the pier, and I would favour a playground/play area (north of the tracks, nearest once is Eau Claire / Prince's Island - much too far!) over fitness (lots of gyms around) or art space (Contemporary Calgary is 2 blocks away).
Allow traffic.
Could we offer a way to ensure that the grade of the pedestrian way stays minimal to increase accessibility for wheeled mobility aid users. Might I also recommend hand rails for steeper ramp sections for persons with balance mobility issues.
I water feature might be nice
The planting of indigenous species of trees and plants if and where they will thrive.
More separation between the cycle lanes and the play areas. A physical barrier can make things safer. It doesn't have to block crossing over the path, but just get people perpendicular to the path so that they look before stepping into the pathway.
Maybe giving up the fitness idea and focusing on the two for design concept 4 would probably be a good idea. And also again making sure plenty of green space to enjoy and sit and relax in



Improve openness, safety and light so it doesn't feel unsafe to walk alone at night (I am a woman). Ensure separation between pedestrians, bikes and scooters.
Don't cut the road off. You're eliminating an important road for me with little benefit, since the extra park space is small. So few roadways go from the core to the Beltline, please don't eliminate any.
Add a bike lane on the edge for bikes just passing through. add public washrooms
Think about separation of cyclists and walkers as they go at different speeds and this is a safety issue (don't slow people down, provide the correct infrastructure!)
Active mode connections need to be maintained as consistent paths that avoid conflict with other users of the space.
Combine elements of 4a and 4B.
No real improvements, but I would be interested to understand how this will tie-in to the pedestrian areas to the north and south.
Some of the concepts I like better than others (art or play vs fitness), but the consultation during implementation will be key to make it a place where people want to go. Consider whether it will be dog friendly. what unique features in terms of sustainable materials and lighting integrated.
If possible have on one side with lane reversal transit access (or a shuttle, perhaps a self driving vehicle) to provide accessible transit connection between 9-10 Ave.
Ensure there are unique lighting elements for night. Celebrate the lighting, and make in into a feature of the park, rather than just an illumination tool.
Make sure that it connects to high quality people-first public realm on 11 Street SW connecting 17 Avenue SW to the Bow River. This will languish a bit if the rest of 11th isn't as committed to walking and wheeling.
Love it love it. Shaded areas will be nice.
NA
Incorporate rain gardens and permeable materials. Focus on native trees and plant species and consider a demonstration garden/orchard. Can there be a way to incorporate wind/solar energy into the project?
Promote local artists and commission design to push boundaries
Space for temporary structures and pop up stores. Like little coffee booths or other vendors.
Combine them. North end has playground, south end has fitness... art throughout. Would also be good to see spaces for little commercial shops (coffee shops, makers markets, pop-ups - could use shipping containers as an example).
Ensure there are clear pathlines to avoid conflict between cyclists and pedestrians. Consider including scooter only parking zones.
This one is great. Again, if the tracks could be moved, that would be ideal in the long term. But I realise that's not on the table right now. Any of the variants of concept 4 have my strong support.
Dig up more downtown streets like this.
Combine elements of them? Can't see why fitness and art and play can't all somehow live together in this new huge space.
I want more areas like 4 around the city.
Need vehicle lane
Bikes



Water fountains in the summer
Bring a couple of cute little spaces for a food truck or coffee shop so that more people would go to it and use it. Encourage music and micro festivals and things.
If necessary, incorporate elements of them into one of the design concepts that maintain the vehicle connection.
I would like to see some mix of these concepts, like a focus on fitness with one piece of public art.
Good lighting, bright and safe to discourage criminal activity and encourage downtown residents and pedestrian traffic.
4a, b, and c all had great ideas. Why focus on just one area (ie play) when you can mix all 3?
Make sure there are clear delineations between higher speed wheeling space and walking or staying in the space. Especially for people with vision or hearing loss who might accidentally wander into wheeling traffic.
combine them, add some market concession options for food and coffee drinks etc.
More art, more child/family friendly spaces
Making sure that there isn't conflict between cyclists and other users. I worry someone would wander into the bike land and get hit.
None
This is a genius idea. I can't think of any improvements.
If we want to add a playground, add it to Millennium Park or Downtown West's park. Same with a fitness area or an art destination.
Remove art/equipment in median
cafe's?
If we do it, no half measures, make it a world class playground, something for the magazines.
Go with A, not B or C. Don't go with B at all. C would be more enticing if the city had a better track record on public art. The A playground opportunities sound really cool. If you have to take out the vehicle access, go with 4A, and go ALL OUT with it. Do something World-Class and unmatched.
I'd like to see pedestrian paths straighten out, people will walk along the shortest path anyway, remove that friction and let the amenities activate the site.
By doing Design 1, 2 or 3
I wouldn't build it.
Straighten the sidewalk to match desire lines so that people don't walk in the wheeling path.
I don't think 14 Street/8 Street can handle the extra traffic without major improvements.
Permit vehicles, or at the very least, transit services to allow for a more reliable north-south downtown-west corridor. I would not choose this option.
An urban overpass over 9th avenue.

15. What do you like or not like about the public and private realm examples next to adjacent developments? Tell us more about what else we should keep in mind.

Too much concrete or paving stones make it hot in the summer and greenhouse gasses created keeping it clean in the winter. Trees and plants need to be pruned so as not to be a hazard to active transportation modes.
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Love the separation of bike path physically from the road, love boulevards with tree plantings.
Love it. This area is currently just traffic and towers and big stores - not pleasant to spend time in, and could really use spaces like this.
visually interesting treatments that introduce non-linear elements and more integrated green. Surface treatments that are visually interesting and can be themed are also great
Keep in mind that this space is for everyone so even people with wheelchairs
Will help make the transportation route under the CP rail line more attractive.
They're pretty. I'm sure you guys will come up with something nice looking. Please just make sure there is vehicle access as this is an important connector to 9 Ave.
I like wide walking areas with sidewalks not being just about foot traffic. Ideally they should be more plaza like - a mix of walking, sitting, cafes, etc.
I like examples 1,2, 3, 5 & 8 (left to right, top to bottom) with a focus on modern, nature-oriented spaces. Its critical to maintain a human scale. Most of Calgary is designed for vehicles and corporate offices, so I'd like to see infilling at a more personable scale. Smaller, diverse facades
The green. The places to sit. The levels and sense of flow (not just straight lights and concrete).
I think these transitions or areas where we move between functions are great. They show how flexible we can be with the way we use space. They create a more functional environment not so focused on the automobile. This is exactly where we need to be going. Flexible spaces that won't be undone later.
This is an underpass (read covered, little natural light), not sure how attractive it will be for recreation...
Public spaces need public furniture (think the block furniture in front of Western Canadian High School on 17th)
Those examples don't have a train roaring above. I would not take my kids under a train bridge to play and relax. Or between 9th and 10th ave which are both busy roads
a public area would be like 4c and 4a and a private would be more for like 4b.
I think they are all good ideas.
It's a good place but we should add a little bit chairs or benches to sit in every places.
a roller skateing park i want one plase
LOVE greeeeen!
I do not understand 'private realm. I honestly thought it meant private property. If you go this route it will just be another area for less desirables to hang out.
I am very excited about a new public space in this neighbourhood. The only things I am concerned about are the usability of the space for quick walking & wheeling transit, as it is the only such crossing in a large area, and I'm also concerned about safety/crime in an underpass.
limiting modes of transportation, citizens have different needs for transportation and the cities recent social engineering attempts have limited the availability of transportation options.
Seamlessly blending private and public realm is deal. Maximizing vegetation would be ideal.
If people can walk and ride around a downtown area they will. Calgary Ctrain system is to get people from the burbs to downtown jobs. Anything that makes people feel like they can access a destination safely will attract people to visit if not live in an area.



I like that they increase the vibrancy of a city - making public spaces feel busier and more used.
We like the idea of paths that trace where people actually walk. Like the idea of more color.
landscaped elements will always be welcomed; seating and other elements should be used in a more limited capacity - i dont feel like it is a particular desirable places for a lot of people to hang out for long periods of time, but small pockets of seating can provide great urban moments.
More public realm brings more people to feel invited to walk, cycle or other modes of transportation that are not cars. It makes people socialize more, and builds a strong sense of community instead of being shut away in dangerous loud cars.
Most of these would work well in this context. I would avoid anything like the lower right picture, with the angular ramps. It would be a disaster in the winter and a skateboarding paradise in the summer, especially with the Millennium Skate Park so close.
I like how pedestrian friendly it is with bike accessibility
Stupid idea, does not serve the function that 11th st currently provides
People space is important. I think keeping out pollution from people spaces like this is important and businesses here would be great as long as cars are kept out.
None of these are underpasses. These examples are worthless.
Urban parks with green spaces are a bonus. Makes going for walks, rides or even hanging outside more enjoyable.
more trees! I don't understand how these pictures are relevant - they don't relate to the concepts. having an attractive public realm is great, but it needs to be comfortable for all the senses (sight and sound). please consider the train, it is not simply something that sits adjacent.
I love trees, the more trees this new design can incorporate, the more I will like it. They provide shade, wind break, natural play space and beauty.
Trees, lighting and some seating...keep in mind this is a street, not a park!
This area is a major link out of Down town
Don't mess with the flow the traffic.
No specifics, I just like the concept in general.
Great idea
Need lots of trees and plantings, permeable surface, and car free space
na
Public art always hood
Love the priority for people who walk and wheel and attention to beautification and greenery. Use this space to increase the coverage of our downtown canopy.
It's a road. Stop trying to reinvent the city. People need roads, not realms.
I like that they have spaces for socializing. I would prefer that there was commercial element so space is not under utilized in winter.
Waste of taxpayer money, this is not needed.
I like wide sidewalks, bike lanes, practical landscaping that looks nice even in the winter. A bit of seating areas.
Give people choices about how to get there and enjoy the space without their cars.
Make the area functional for people to drive, walk, and bike safely. Beyond that, don't care.



Some of these examples have too much pavement and too little green space.
This doesn't seem relevant to an underpass. This is a transportation project, just keep it like.
Space is great! Make sure to implement businesses , shops, restaurants to draw people to the area and keep it vibrant instead of vagrant!
Love spaces that let you decide what to use and how to spend your time there.
While these are all good examples, the location is not.
A good mix of both public and private would be great. Room for food trucks, vendors, some at-grade retail, and a mix of residential and business would help the space have safety with eyes and a variety of people present.
Keep it simple and keep it well lit.
I love the use of lots of greenery and trees. I like the use of awnings or umbrellas to help create shade. I like having space to sit or rest. I like using colour to define spaces or for decoration.
Make sure car is not a second citizen
Downtown is an area one goes to and leaves as soon as your business there is done, and has been for over two decades. These spaces do nothing but use of space that could be better utilized.
There are lots of options for drivers
Residents in the West Beltline need a connection to Bow Trail/Crowchild Trail
Public over private, it should always be for everyone. Having businesses taking a conservative amount of space would still promote use and value
More greenery downtown is a great idea!
trees and benches. no one wants to sit on steps that are pseudo-benches
I can only assume none of these replaced major traffic routes and flow. Why can't the downtown core have one at-grade crossing? What is so bad about that?
It's an underpass, there is existing businesses in the area that would require compensation for these realms.
These spaces would look nice if it can somehow be incorporated as part of Design 1 or 2
Allowing separation between where bikes and pedestrians go is safer. Trees to separate from the road noise is good too. Important to include playgrounds in the Beltline for families who live there.
I enjoy these mixes. They are more inviting and make the area feel safer.
most look goo, but avoid plaza type settings (too much paving) as these spaces are can't be fully used.
Sometimes stairs and access points need to be just that. Don't make them silly to try and have a nice feel. Allow for more open space for popup events, or just tables for eating/drinks
The more the better.
More green space including trees, plants flowers, water feature, and less sidewalks, concrete and pavement.
It's great to create green spaces, we need more of them. We also need to keep in mind access to and from downtown through the beltline. This is still a major intersection, and using this space simply for pedestrian access and as a park is not great
Sometimes these can either be a wasted space and can be unused, making it prime for graffiti or illegal activities



Public realm always reduces lanes and backs up traffic. All you have to do is look at the utter disaster that The City has created at 10th Street and 2nd Avenue NW. When the light finally turns green you have to wait for the pedestrians who very rarely obey the traffic signals.
Keep really good sightlines for safety. Keep pedestrians and cyclists separate, if possible. Add greenery.
Please keep car travel an option in this area. Many people who live downtown don't also work downtown. This underpass would allow traffic to flow across 9th Ave so much better and increase access to Bow Tr/Crowchild tr.
I think this would be a good investment as the number of residential buildings continue to rise in the area.
Multi use, parks, market space, bikes
I don't like the stairs. The wide flat walkway with benches and greenery is great.
I like all of these examples
Functional, art murals, main purpose to provide access to drivers and pedestrians without having to hop over train cars.
plants and green space bring life to the area in summer. None of these pictures show snow which is a major feature of our city and urban life
I like all the green space. Not a huge fan of concert everywhere.
They humanize the space, making it feel as the space is intended for people to be there and not just vehicles. It is an inviting aesthetic that encourages respectful use of the space. Beautifies the city.
useful>artistic. making a space beautiful but difficult to use is not ideal
I like the balance of pedestrian and vehicle traffic in many of these examples.
I like the integration of landscape and infrastructure. Should be more green though.
I like the flat concept, no stairs or ramps. I like more benches/seating.
None of those examples are underneath a train track. Again, no one is going to want to spend time in a concrete gully directly under a long train.
It is most important to keep it pedestrian and bike friendly. It is also important to have lots of places to sit
Keep it simple and cost effective / the city seems to struggle maintaining existing parks and infrastructure , so please don't add things that we aren't able to maintain . It ends up looking worse in the long run.
Cars. It's 75000 trips a day into the core. I'm too old to ride a bike. Smarten up!!
The idea of the under pass is help the movement of vehicular/cycle/pedestrian traffic & safety with not having to cross the railway tracks. Art work on the walls & good lighting in the under pass would be good. But if if the design impedes traffic flow it is a waste of money
I love the organic integration of natural elements with the built environment. I don't love the far-lower-right corner example of a weaving path. It's a pain for wheelchair users (especially power chair users) to make 180-degree turns multiple times.
Love all the ideas but we need to keep traffic flowing to these destination communities they're all great
Need obstruction free, wide, walking and wheeling lanes, balanced with tree canopies and sitting and play areas.



Too many dog walkers leaving poop and pee everywhere for kids to be able to play, so public play areas are nearly useless in this area.
Assure all wheelchair ramps are safe for all persons experiencing disabilities. not just wheels. Extra wide sidewalks! Trees and gardens. And a focus on people over vehicles!
Please ensure they are NO anti-homeless designs. This includes barriers on benches that prevent people from laying down. It is not fair to discriminate against our most vulnerable community members, just because we have not provided them with safe and accessible housing.
I like the spaces where there are lots of places to sit and chat with others or maybe have a snack. A table would be nice for facilitating conversations, games, eating, etc.
I feel like we are missing the point of also remembering our environment and the needs of the environment with heat increasing. More cement means more reflective surfaces making it hotter in downtown areas which already experience a heat difference from suburban areas
Love plazas and places that people can congregate for markets, events, meet friends to go somewhere else
I dislike private patios taking walking space, especially summer patios. I would prioritize benches over grass.
the second picture, top left... that is a good way to make a path system for bikes/scooters. The physical separation is good.
I dislike cutting a roadway off only for the benefit of a small park. It seems like you don't want to actually allocate real estate to build a park.
"I like the mixed textures and functional use of green space.
I like maintaining open space that could facilitate events / markets etc."
i like it makes it interesting and provides social space. don't make the biking infrastructure convoluted.
Spaces need to be adaptable (pop-up markets, seasonal etc) and of course function in Winter. Cyclists need to feel the material is safe and provides drip, switchbacks do not work for disabilities or cyclists at all.
Need lots of greenery and trees. City too often goes for hardscape and this area of the city has far too little green.
Greenery.
I like the clearly identified travel paths for different modes, less concrete, more sustainable materials incorporated, more natural lighting or reflective paints to make the area bright and feel safe, native species low maintenance would be better, programming or service is good.
Universal accessibility. Need to consider elderly (not all pedestrians are 'able' what is the alternative to stairs.
This area needs more greenery. These are all nice examples, but this area in particular needs to be green.
Take advantage of the opportunity that the grade differences present for seating, integration with ground level uses in adjacent buildings, and framing of the space. East side will have better sun exposure, maybe make it bigger?
Shading. Accessibility, spots for office workers to have lunch
It is important that pedestrians and active modes can safely move through the space. There needs to be careful attention to how individuals with special needs/mobility challenges move through the space.



Love it
They're pretty good they just leave you wanting more. They usually feel like their squished in or after thoughts or lacking budget commitment.
I like that they make it a safe area for kids/people to be - without the danger of traffic. These look like places that I would want to travel to from elsewhere in the city.
Include places for people to linger. Try to avoid conflict between cyclists and pedestrians. Ensure cars stay out of the accessible areas.
The things I value most are attractive street walls, sufficient space for pedestrians and wheelers, and a colourful and cheerful public realm. I am not a fan of monotonous grey concrete. I would also like grades to be kept as shallow as feasible, to support wheeling. The city has enough hills!
Any play or fitness structures would be so dirty, [omitted] in the area and [omitted] is always covered I dirt and dust. I think these would only be used for awhile and become unattended and dirty. Areas like this also being reason for people to hang out that should not be.
Great. The one with lots of grass, cycle path and cafe is my fave
Love it
Basically up for anything that will make this area a more pleasant place to walk. I'll use this crossing once a week at least, and it's not ideal.
Let's not build a city where cars are prioritized over people.
Love the multi use, this is effective to build community
Green and kid friendly makes it better!
I think green spaces are important for human health as well as ecosystem health. Please keep biodiversity and native species in mind.
Benches in the shade are great
I really like the east village river walk plaza around George C King Bridge, but often for get which of the east/west paths just go to seating areas and which is the intended through path that goes by the Simmons building. So I guess more obvious design feature (different colours for through paths)
Private realms are often poorly thought out and clearly trying to get away with the least money allowable. Wide spaces with interesting pathways, trees and things that are alive are also important.
I imagine these would improve the desirability of the area, perhaps attracting businesses that would make the area more of a destination.
Allow developers to participate in development interface and funding, however not making it fully a commercial space.
I'd like to see a public washroom here, and good lighting and seating.
I like: green spaces with trees and grass, wide sidewalks, coffee and small retail shops. I don't prefer or like: step design areas because these types of structure attract skateboarders.
Would like to keep it more in the public realm, but understand the need and want to have private properties such as shops to back on to the space. Would look nicer to have store fronts over the side of a building in this space.
Good seating is very important. Trees would be great as long as they are given an environment to thrive.
Green, open wide sidewalk space. Bike lanes appear to be an afterthought and do not blend with the overall space (look almost like they are intruding). Most of the above examples



include environmental planning for rainwater, something sorely lacking in our current downtown asphalt jungle
I love these spaces, keep it up....like them to offer opportunities for small local owned business to have shops integrated into them.
As green as possible, as inclusive and accessible as possible
If possible, shade. Make sure the street furniture can be moved to accommodate all types of users. Maybe space for a coffee cart?
Trees and vegetation are great!
These are all good examples of progressive approaches to public realm and infrastructure.
The more public space for people who live near here, the better!
Private/public realms are typically lacking in a cohesive feeling. Lack of trees, unobtrusive green space (grass, planters, etc.) and inhospitable seating that makes the area feel unwelcoming to be around.
Greenery is really important as well as a space for walkers/bikers/members of our community with a disability to interact
Focus on green space.
Integration with adjacent developments. Adjacent developments should have retail units at grade that meet the pedestrian pathway.
How will these concepts winter? Would they just be a staircase to nowhere?
The space in question seems too tight to pull off the public realm examples while preserving travelability. A high proportion of examples look unkempt, or filling space for the sake of filling space.
Top-right: Atrocious amount of street width given to cars. Bottom-right: I'm a fan of social stairs, but those are entirely useless. Everything else is great.
Do Calgaryans really want to hang out underneath a train track and next to one of the busiest and noisiest streets in Calgary (9Ave)?
Trees, trees, trees! We need more trees downtown!
The greenery is nice, but seems like a waste of money in a constrained corridor. I would favour wider pathways and a protected bike lane rather than benches.

16. What do you like or not like about the urban destination examples for the active travel modes underpass design for Design Concept 4? Tell us more about what else we should keep in mind.

I think that this underpass is going to be too noisy with four CP rail tracks carrying large quantities of oil and potash. It is not going to be a pleasant place to sit and relax. Shaw Millennium Park will be much nicer.
I like the inclusion of fun things for adults and not just for kids
I like the interactivity of everything that is shown. Communicates active rather than passive.
I do not like that the fitness has so many climbing walls
I like the different elements but they don't seem like a good fit for this location.
This is a road and should stay a road. We need to be able to get from 11 St to 9 Ave easily. Please don't make it a park.
stay away from mixing this experiment with public art.



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Generally a fan of having parks and play environments but its important for them to have a transition to the surrounding spaces. Image 4 is a cool example, as it transitions and looks interesting.. Also looks really unique. Image 9 is nice, as a sculptural piece that promotes play. Looks are key
I like the sense of adventure and surprise. The idea that an object can be used/enjoyed in different ways depending on how you approach it. I like the things that engage with people the most. Public art is nice, but it should be the kind of art you can touch/use/climb, etc.
I would stress the use of materials that "age well" and show innovation as far as sustainable sourcing and other factor. Aesthetics, functionality, and sustainability should be part of the formula.
This is an underpass (read covered, little natural light), not sure how attractive it will be for recreation...
It encourages people to come to the area. Enhancing the viability of businesses in the area. It reduces flagrant behaviour that is common in underpasses like 1st street S.W.
more parks for the kids
I don't really know so its up to the community
I liked the fitness one too.
It's such a perfect playground but in some places we need to add some more trees.
uhh idk
This just look made up, with no real aesthetic. One man's treasure is another man's trash. I am the latter.
I like the first Play example because it maintains a straight path while being fun. I like the idea of a climbing wall, but not inside the underpass section due to safety concerns. I also think usability & safety during winter should be taken into account.
limiting modes of transportation, citizens have different needs for transportation and the cities recent social engineering attempts have limited the availability of transportation options.
For all three the focus should be on creating a space where users come to do something and not just sit and linger. Make it a unique destination downtown where all ages can actively interact with whatever is installed. Avoid spaces that invite people to just sit and linger.
These are what makes our city enjoyable...we need to do this whenever possible.
Brings life into the downtown core. Calgary has to go up not out. Reshape this area for people not cars.
I like that they are all designed for and around children - makes it a more inclusive space! I like that they all promote health and well-being, physical/emotional/mental. I like that they are creative playgrounds, very different from other parks in the area - will draw more people in.
If we were still kids we would like the idea of a jungle gym. We would love to have a teenager sized park - having a park where teenagers could do things like monkey bars would be amazing. We still like playgrounds! We completed this survey as a high school social studies class.
why here?
These designs are less natural, however will probably bring just as many people due to the space feeling inviting for children and families. Building a strong sense of community, a place that wants people to be there, for non capitalist activities. That's a good thing.
No preferences.
Originality and vibrancy to an area that tends to be isolated and ignored



No road does not serve 11th st current demands
Not a big fan, would prefer an art piece or restaurants. A fitness plaza isn't a bad idea.
This is an underpass, not a destination in and of itself. An underpass is meant to facilitate transportation, not impede it.
Makes for a great stop with kids when biking or walking. Nice to have an area for kids to be outside in the core.
creating fun places for people is fantastic, need more trees. the destination elements need to ensure that clear site lines are maintained, this area can be creepy at night when walking to/from the train from the Beltline.
I love natural materials and things to climb on. Interactive art installations are also wonderful. The more inviting these spaces are for families, children and people to interact with each other, the safer and more welcoming I find these spaces.
There is a beautiful urban destination a block away called Shaw Millennium Park, put some Urban Destination resources into this amenity and support your Parks department.
Love it.
Why do you want to keep wanting to install features with maintenance issues when the City can't keep the sidewalks intersections free the of snow and ice for pedestrian traffic.
No specifics, I just like the concept in general.
na
I imagine most people will only be passing through this space due to foreboding presence of freight trains, even with destination features. Underutilized destination features will give a bad public perception of the area. I don't know that I'd take a child to play under a freight train bridge.
Huge waste of money. Just improve the roadway and leave it at that.
scrap both concepts and maintain road.
I like that they are interesting and different than other spaces in the area.
This doesn't seem like a good location for a child's playground next to two major roads. Make it a fitness park for adults. We don't have anything in the core for workout parks.
This is a transportation corridor, not a playground
This is not an area people will want to live. It is business focused and there are too many empty office towers nothing will be built here for years and is not a place families will love to.
More spaces like this is needed.
Waste of time, this is a place to get from point a to b, let's be realistic. Millennium park or peace bridge should get the dollars for an urban destination.
Bike theft continues to be a limited for some people using active modes. Make sure there are safe places to park the bikes.
Why in the [omitted] would anyone want to play or hang out near a train bridge or a major thoroughfare?
love the FUN interactive pieces and adult-sized equipment - play is not just for kids!!
Make sure any reflective metal surfaces don't get hot in 30c temps . Remember genesis center ! Hot hot hot.
This doesn't seem relevant to an underpass. This is a transportation project, just keep it like.
Just a weird location for this. Then again we have a big blue ring, so I dunno.



Spending time underneath an active and busy rail line is not my idea of a good place to spend time. Another location would be a better place to create such a place.
We have *some adult exercise fitness equipment near Edworthy Park but it's really terrible quality equipment. Can we do something that's offers higher quality than a climbing bar and a zero-resistance elliptical? Please keep in mind getting a public washroom into this space, it's very important.
These will never get used. Are you honestly proposing a playground right next to a major railroad thoroughfare??? [Omitted] thinks this is a good idea??? And [omitted] is going to be held accountable the first time someone is careless and gets struck by a train? This is asking for trouble.
I like any of the fun and creative ways to use space and play. I like being able to climb or sit on structures. I don't really like "traditional" workout equipment. I like the use of colour.
no go.
Such "modern" art is UGLY! We need less of this.
This could also be a good safe train spotting location.
I very much like the idea of eliminating vehicles from this area.
Residents in the West Beltline need a connection to Bow Trail/Crowchild Trail
Some of the designs, like the Art, feel limited to younger demographics. More options for different ages/lifestyles
I like the idea of public art especially with the proximity to Contemporary Calgary.
Climbing walls and fitness equipment can be used by kids and adults.
are that is also play equipment is enjoyable to everyone.
This is one of the dumbest ideas I have ever heard come out of Calgary planning.
I like the Design, just not at important connection point to the beltline. Find a different open lot somewhere.
It's an underpass, there is existing businesses in the area that would require compensation for these urban destinations. You want to put urban destinations beside four lines of heavy rail traffic?
people move in the straightest line possible, whether on bikes or walking. Only Bespoke Planners continually think people like to meander along aimlessly curving paths.
Incorporate a play area for kids with an exercise equipment section for adults (like the ones near Angels Cafe in Edworthy Park) and art mixed in (like in the East Village). Maybe small market space where small local Calgary companies can sell their wares."
Any play spaces should have something for all ages, from little kids up to adults. Rubber playground surface is easier for families of small children. Allow for shade on the playground as well to help on hot days.
It is a bold choice to make and might not be a popular one but I think the long term benefits and the addition of another destination in the area make it a net positive. Similar to the Peace bridge
Make sure there are play structures for all ages. I really enjoy what was done at the flyover park that just opened. I feel like small improvements could be made (maybe some swings, all kids love swings).
All good.
I do not like any of these. There are a lot of recreation spaces downtown, they are busy, crowded and noisy it would be nice to have a quiet spot full of green.



Love these, just not here.
In general, an area that is under an overpass is prone to vandalism. May not be the best use of space
The City caters only to "active travel modes" and makes sure that everything that can be done to make it difficult to drive downtown is done. It wouldn't be so bad if those using "active travel modes" obeyed the traffic laws the way drivers are expected to, but they don't and are a hazard.
I like the integration of rock climbing structures into the space.
This is a traffic corridor... I don't think it should be an urban destination.
Awful. DO NOT BUILD THIS!!!! Likely makes the area even more unsafe, especially at night.
I really like the Overpass Park in Bridgeland and a sister Underpass Park which utilised space in a unique way would be wonderful.
Good for kids, public art
I love concept 4, areas for gathering and play are much needed and greatly improve the area (Thomson Family park for example). Water features are always a bonus. Features need to be durable, cleanable.
I don't dislike these examples, but i think vehicle flow of traffic is more critical given the limited number of underpasses downtown. Personally i would not use them but im sure they would be good for families
Too busy. Not a place for small children. Trainhorns blasting. People going to and from Co-op. It's part of a journey not a destination.
I like the climbing designs.
Overall I think they can be great but they tend to be under utilized. I am not sure this area would see many people using it. I am concerned that they can appear run down and uninviting quite quickly when not built of proper material (ex. seating space on 17 ave & 5 st SW)
I do not like the lack of vehicle access in a heavily trafficked area. I also do not like the public art installations, particularly as Calgary has a very poor history in art chosen for the City (e.g. the blue ring, and rocks on a stick on 16th).
There are other places in the city for this.
Look at the exercise equipment South Korean city place in city parks as an example.
These all look fun. Need to ensure they are accessible for all abilities
None of these examples are underneath a train track.
I love it so much
They need to be placed in appropriate areas. This is obviously not one of them.
This is an area frequented by the homeless. Providing them a playground may seem like a great idea but it is an entirely useless idea.
Kids don't really care what things look like - it's the adults who care. Keep things cost effective and safe. Kids are happy climbing trees and playing with pots and pans etc.
Have you walked around downtown? The underpasses smell like urine and crap. They are populated by panhandlers. Unsafe! Your p.eng should be reviewed.
Nothing as its not realistic for an under pass
I would want any art installation to be interactive like in some of the pictures above.
I love that the city is considering these kinds of interactive features at all. Well done!



Not needed - invest in improvement to Shaw Millenium Park instead
they're all great
Play and sitting areas will activate what will remain a busy pedestrian/bike route because it connects the Co-Op and apartments on both sides with transit routes and Kerby LRT.
Don't make it a place where vagrants want to hang out or sleep or invent bathroom areas or do drugs.
These are fantastic!! Creating spaces for all ages and abilities is so important in creating strong and vibrant communities in our city!
I really like the idea of building durable, safe play spaces (because people will play either way, so you might as well make it safe and accessible for all!)
These all look super fun. I think a design that accommodates all ages might be appropriate for this area. It would be nice to have some space for adults to stay active without feeling like they are invading a space for children (and vice versa).
I love the activities involved and how it could all be laid out but I feel like while a lot of it is diverse in accessibility and trying to provide it I don't see a lot of substantial improvements when many of the things given as an example can be difficult for some people with disabilities
Places that attract families into the downtown core
Prefer playground areas over art installations to occupy bigger ground space.
Incorporate play # & 3 as well as art concepts that you can physically climb on like in the fitness ones... we have wasted more money on the ideas that are more stupid art projects... like the blue ring and the burial sticks thing
Keep in mind that there are many roads that don't go from the core to the Beltline. Many are cut off, so eliminating one that does could be a nightmare for residents.
don't make it difficult to bike through. give some space for those passing through to do it quickly
Pathways can be fun. Look at the "rollers" on Bow River by 10th St.....its actually fun if you're on wheels!
They're nice. Lots of flexibility in the design here. Greenery will be critical.
Lets get serious about improving active modes and pedestrian realm. Get rid of the cars and make this something cool. Stop waiting for other major cities to make transformative changes. Stop living in the past.
Need to ensure adequate greenery, some above seem barren.
I like that they activate the pedestrian realm!
If there is interactive features, they should also be decorative and appealing to the eye. With a skate park already in the area, there is no need to appeal to skaters in this plan (aside from allowing them to get through).
I prefer the public art and play examples, make sure it is safe and low maintenance, that lighting is natural, prefer some of the patterning examples, structures that can double as a bench as well as a play/public art piece. sustainable materials preferred.
Mohave seating for all abilities, play structures for all abilities.
There are so few playgrounds in Beltline and Downtown, it's no wonder families aren't choosing to live there. I like play structures that adults can use too!
If the option is going to be a destination/space and not just a pass through, go big and do something engaging and interesting. But make sure that 11 Street SW is a compelling route from 17th to the Bow, not just this one space lost on an ordinary street.



Love it. Where else can we do this?!
Shiny surfaces that get hot and reflect the sun have been problematic in sunny Calgary and I think they should be avoided.
Public art and natural spaces
Just please do it. I hope you get the support to do this. Downtown can be fun. Downtown can be filled with families. It doesn't have to be what it is now. Stuff like this can help it turn into a vibrant part of the city.
I prefer to see a mix of all of the above, not just one specific concept to the exclusion of all others.
All examples will be an improvement for a sorely needed space in west downtown.
I'm happy with any of these choices. I don't have children, but I can tell that amenities for children are relatively lacking in the downtown core, and more are always welcome. I might emphasise plazas, play and fitness over art for this specific location, but am supportive of public art in general.
Look to BIG architecture, better examples. These are all just ok but not outstanding.
Dont need more ppl near a train
While it doesn't have to all be useful all year round, something that would still promote active use or enjoyment (honestly, maybe some Art regardless) would be great.
See how many more of these photos have people actively engaged with the design of the area? Seems pretty obvious.
Need the ability to still keep car traffic moving. There is a park one block away.
Love unique all ages playgrounds!
This all looks life fun. Kids playgrounds attract families and families around means a place is safer.
I love it as a destination, this does not need to be a car underpass
I really like the idea of hill sides and whimsical environments that can be enjoyed by all ages. I also like the Chin up bars and bouldering walls
This has the potential to be amazing, but if the city isn't fully prepared to fund it COMPLETELY, I worry that it will be just like... a sad little swing, and everything else will be the victim of budget cuts. Usable art (like chinook arch in the beltline) is neat too.
Public space alone isn't likely to make an area a destination unto itself, although it might serve as a stepping point to encourage businesses and the like to move in, making the area more desirable to live in.
See comments above
I really like these examples for activating the space.
All concepts look good. In terms of art, work with local artists that can create art that reflects who we are as Calgarians: multiculturalism, Indigenous art, etc; beautiful yet practical art.
If going this route, I would prefer to see a mixed use of the area rather than having it separated in to Play, Fitness, and Art. Believe there is enough space down there to have amenities for all age groups and wants.
Good to have play features that engage all ages. Especially teenagers and young adults who are not always considered for play space.
Not all spaces look accessible to all. The spaces that incorporate art and play as one are inviting and inspiring, others are just play or just art. Fitness and play will happen when artistically linked for all three themes equally



open to all forms of this as long as it is functional and meets the demographics of the area. For this space, I can't see a children's playground fitting in well.
Interactive structures that are not traditional "play structures" are more fun and interesting, love the combination of textures and colours to make it a space that could be fun all year round.
Yes, definitely playgrounds would be good. I know there's a need for fitness equipment so maybe a combination? And make sure the playground equipment doesn't skew too young.
I like the ability for play concepts. We need more of these in our community.
Again, these are excellent and would help address a shortage of parks and public spaces in the community.
There are more kids downtown and in the Beltline than there was in the past and I like that they'd have another place to place (because there aren't many here).
Playgrounds are nice, but long term maintenance is always lacking and one of the first to go in a tight budget. I hate big public art as it takes up public space as an obstruction and becomes an eyesore.
Not a big fan of the play/art/fitness concept for this project
I do not like these they are too cold. Add some green space
Is not an appropriate location for playground or fitness equipment
Make it the most badass playground on the planet.
the underpass bouldering wall looks like a maintenance and liability issue. The third and last play pictures look like a good start, but a bit minimal - I know you can do better, with the space in question.
All fantastic, the city needs much more of this.
No opinion on this one
The proximity of adjacent towers lends the space to something visually distinct with bright contrasting colours and patterns.
You should keep in mind that this is a roadway, and not a park. I am not in favour of the proposed designs, as they would overlook a transport corridor. These improvements should be considered for the areas along the river where it is comfortable for individuals to sit and relax.

Comments Received on Social Media Promoted Posts

Comments are indented below to indicate when they are responses to a previous comment.

How about a bike lane between the two sets of rails? The trains will have to slow down and yield to the cyclists but this council puts bike lanes in all kinds of [omitted] areas, so why not on the LRT lines?
Love the ideas of adding more park space to a dense neighbourhood!
The problem with making this into an underpass is you make it almost impossible to bring any sort of heavy equipment into the downtown core. This is currently the only way in for some large cranes and heavy loads. The existing infrastructure still needs to be maintained.
There is not one proposed design that increases vehicle capacity, which is what an underpass is actually for. Why not have six lanes for vehicles, a covered bike bath and sidewalk? Now that would be good practical design. A growing city requires adequate infrastructure.



In fact while you're at it why not go under 9 th and tenth to. Have two lanes go from 8 th Ave to 11 th Ave underground. this area would also be a great place for a cycle parkade and indoor bus stops
How about letting people provide input without it being pre-channeled into what you bureaucrats want. I bet the citizens know what we need better than you so-called experts at City Hall. So tired of being dictated to in a free country by a bunch of unelected self-serving people. :(
How about not burning money?
Why would you close springbank so early as well as 101 st to highway 8? Have you abandoned those living in the city who work outside the city? You are not even remotely close to being finished the ring road at 101 st and 17 th . Who's making these decisions?
For starters, put the LRT underground, then figure out how to make the best of the gained space. Underground CTrain throughout Calgary, like every other major and sub-major city out there.
Can you just finish the things that you started? I'm sick of driving through construction zones, that haven't had anyone on site all week
They're not wasting money things will be replaced and maintenance needs to be done
Yes this has been needed for years! Train tracks through downtown is a disaster
ah..just leave it alone you'll screw it up usual
Oh noooo. They just can't help themselves...
Take away all the street parking. Slow traffic to a crawler while destroying property values like you've done in Bowness and Killarney.
Maybe they should fix the roads everywhere else before thinking of fixing this one so in 6 months they can rip it up again
This is easy. Raise the CP tracks to go over 11 St. Job done.
tunnel under
First give our homeless a home & food !!!
Leave it alone...it's just fine.
Its ugly at those streets cause of the ridiculously tall apartment buildings going up on 9 th Ave and including the 40+ floor rental across the street from Co-op. Buildings that tall never should have been approved!
Better to have tall buildings than build outwards lowers housing prices and keeps our wilderness intact. Lowers the amount of driving down granted more parkades are needed. You are upset perhaps because you want better views. Pherhaps more money needs to be spent on making sure apartment complexes and condominiums are aesthetically pleasing. Which I do agree with modern architecture is bland.
Ultimately will require a pedestrian overpass to solve the train crossing.
Great suggestion!
How about a bridge so cars can get through too?
It looks like they're proposing an underpass. If they can get it in quickly and for a reasonable price, I'm all for it.
Quit trying to change things. What an't broken don't fix.
Respectfully, do you olive in this area? We did for many years and there's a lot to improve.



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<p>This intersection IS broken. Trains park across 11st for long periods of time backing traffic up 9th and causing pedestrians to take bad risks. The at grade crossing was designed for a very different beltline, west end, and sunalta. It's WAY OVERDUE for change.</p>
<p>agree</p>
<p>Heartily agree: when I first got there thought it was quaint that I was waiting for trains that would pass by my old place near the train overpass in eastern Ontario. (think those bad Ottawa accidents) This should be first and foremost!</p>
<p>There's plenty that isn't working about this street. It is broke, so I appreciate the opportunity to help fix it.</p>
<p>They back up in Inglewood Ramsey</p>
<p>That they do, but neither of those are backing up into a major thoroughfare. Totally different. Spend one single day in the area and you'll see how big of a problem 11st crossing has become.</p>
<p>dude, this area is a total [omitted] for cars and pedestrians. It's a shame too because it could be very livable due to its proximity to the river pathways and major roads.</p>
<p>I live on 13th ave sw since 1990. I walk to work in downtown core (except for the last 15 months of course). There is lots to improve, it is dirty, access to the tracks, occasionally waiting for the train to pass. But I don't know if it is a must have high priority item. How long will it take to build? If it is a tunnel, it is like the 8th street underpass, not very safe for pedestrians, lots of questions</p>
<p>City, cease and desist until new Mayor and Council are elected. Stop wasting our tax payers money on stuff that going to be done no matter what the public says.</p>
<p>Despite what your dear Republican party down in the US says, that's not how it [omitted] works! Cities don't stop ding th8ingd just cause there's an election sometime in the next year. [Omitted]</p>
<p>Oh good. Try to wreck more than you already have.</p>
<p>The train situation is [omitted].</p>