



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Project overview

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

The Airport Transit Study will provide recommendations for:

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

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

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

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



Engagement overview

In Phase 1, The City sought input from the public and stakeholders on criteria that should be used when making decisions about technology, alignment and station locations, as well as general concerns and ideas. The public and stakeholders were invited to provide their input at a meeting with the Calgary Transit Citizen Advisory Group, two public open houses, a landowner workshop and in an online engagement activity. A total of 15 people attended the Calgary Transit Citizen Advisory Group meeting, 117 people attended the public open houses and 14 people attended the landowner workshop.

The online engagement activity consisted of three separate surveys. Participants had the option to complete one, two or all three surveys and some people completed the surveys more than once. In total, 2,858 survey submissions were received. This report includes the feedback we heard through all engagement activities.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Engagement Activity	Date	Location
Meeting with the Calgary Transit Citizen Advisory Group	June 12, 2018	Westbrook LRT Station
Public Open House #1	June 23, 2018	Harvest Hills Alliance Church
Landowner Workshop	July 3, 2018	Wingate by Wyndham Calgary Airport
Public Open House #2	July 4, 2018	Genesis Centre
Online Survey	June 25 - July 18, 2018	calgary.ca/AirportTransitStudy

What we asked

Information provided at all engagement activities included:

- Study area boundaries, including the stations and portion of the alignment that have already been approved
- Study background and history
- Technology options that were considered and which ones are moving forward in the study
- Preliminary criteria for deciding on technology, alignment and station locations
- Engagement process and opportunities
- Preliminary study goals

Participants were asked what The City should consider when making decisions about the future technology, alignment as well as the number and location of stations. Participants were also asked to share their concerns and ideas.

Participants provided this feedback by:

- Filling out sticky notes and comment forms at the in-person events (11 comment forms and 102 sticky notes were submitted)
- Completing up to three online surveys: Technology / Alignment and Stations / Public, Customer & Community Goals (2,858 survey submissions were received)

What we heard

Feedback and input collected from all engagement events were transcribed and themed according to the topics of technology, alignment and station locations, concerns and ideas.

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



Airport Transit Study

Stakeholder Report Back: What We Heard
September 21, 2018

Next Steps

The project team will use the feedback to develop the final study goals, complete their technical review, finalize criteria for evaluation, and develop concepts showing proposed alignment(s) and station locations. The feedback regarding concerns and ideas will also inform the development of the evaluation criteria and concepts. The proposed alignment(s) and station locations will be shared with the public and stakeholders in Fall 2018.



Summary of Input

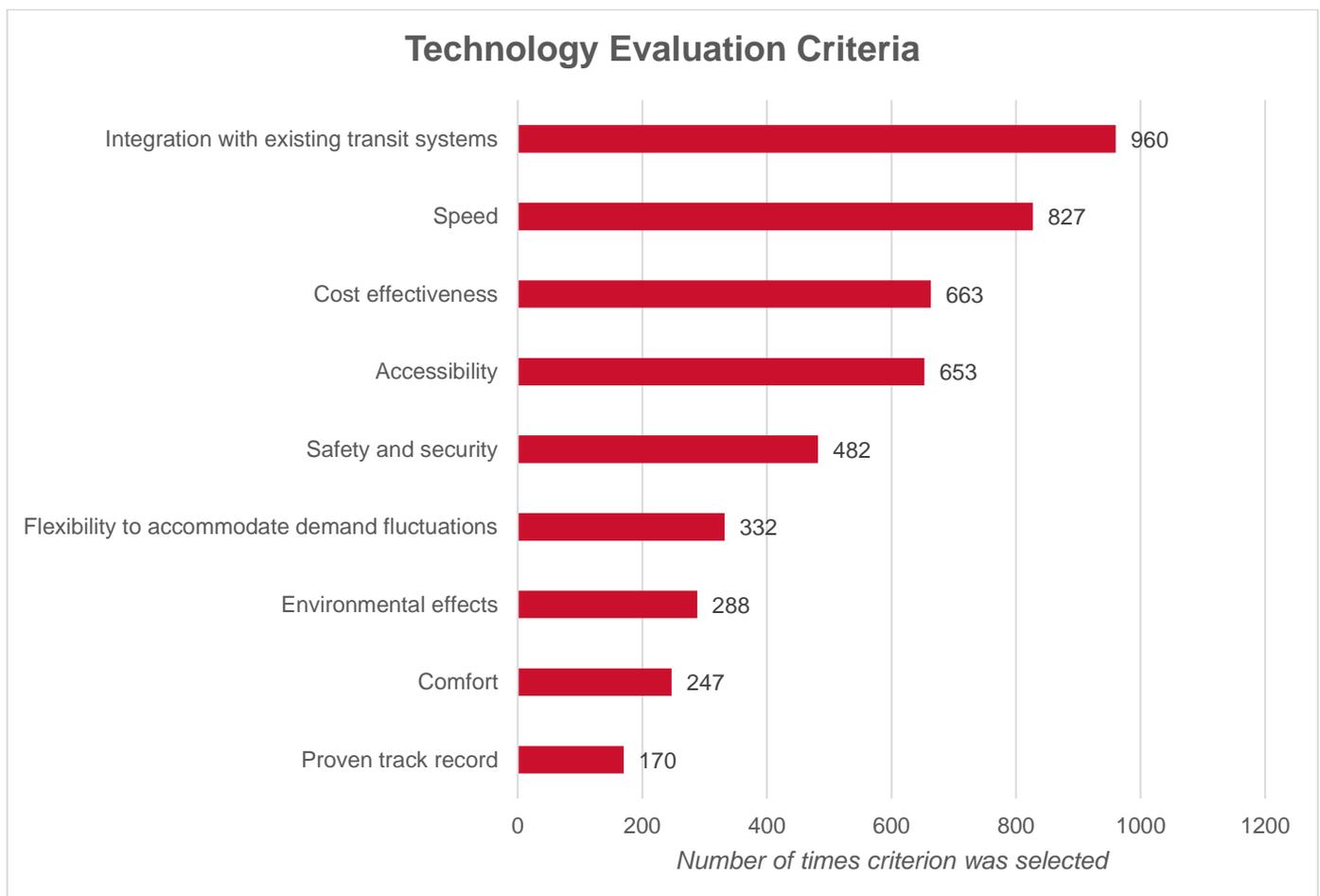
Below is a summary of what we heard from participants across all in-person and online engagement activities.

Criteria Rating (*Online Surveys only*)

In the online surveys for Technology and Alignment and Station Locations, participants were asked to identify the top three criteria they felt were most important from the list provided in the surveys. Below is a summary of the responses.

- Please identify up to three evaluation criteria, from those listed below, that you believe are most important when making the final decision (*regarding technology options*).**

Integration with existing transit systems emerged as the highest-rated evaluation criterion for technology, with 960 selections indicating it would be important in making the final decision. Speed was the second-highest criterion at 827 selections, and cost effectiveness (663 selections) and accessibility (653 selections) followed at third and fourth, respectively.





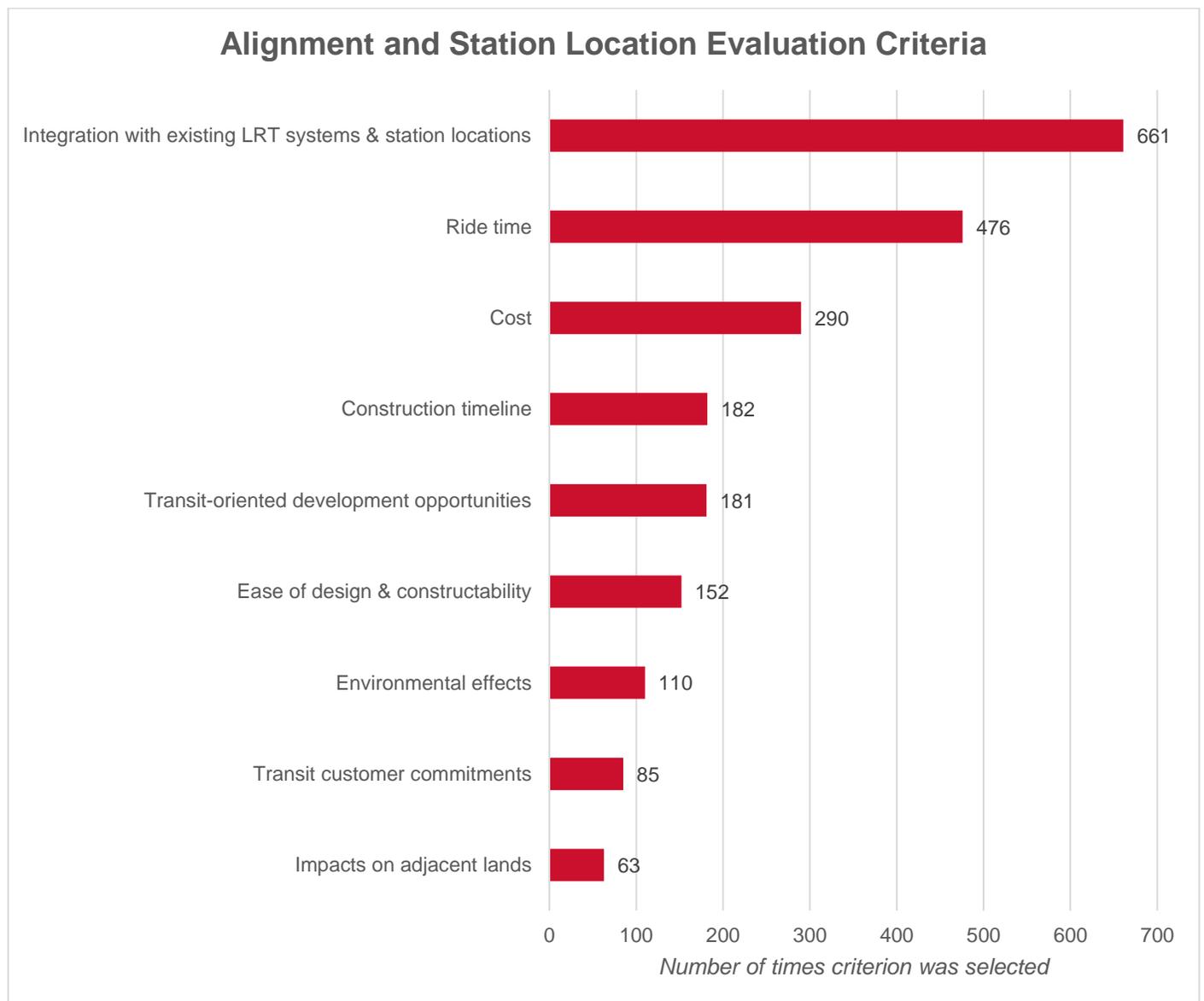
Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

2. Please identify up to three evaluation criteria, from those listed below, that you believe are the most important when determining where the alignment and stations should go.

Integration with existing LRT systems and station locations emerged as the highest-rated evaluation criterion for alignment and station locations, with 661 selections indicating it would be important in making the final decision. Ride time was the second-highest rated criterion with 476 selections, and cost (290 selections) was third.





Airport Transit Study

Stakeholder Report Back: What We Heard
September 21, 2018

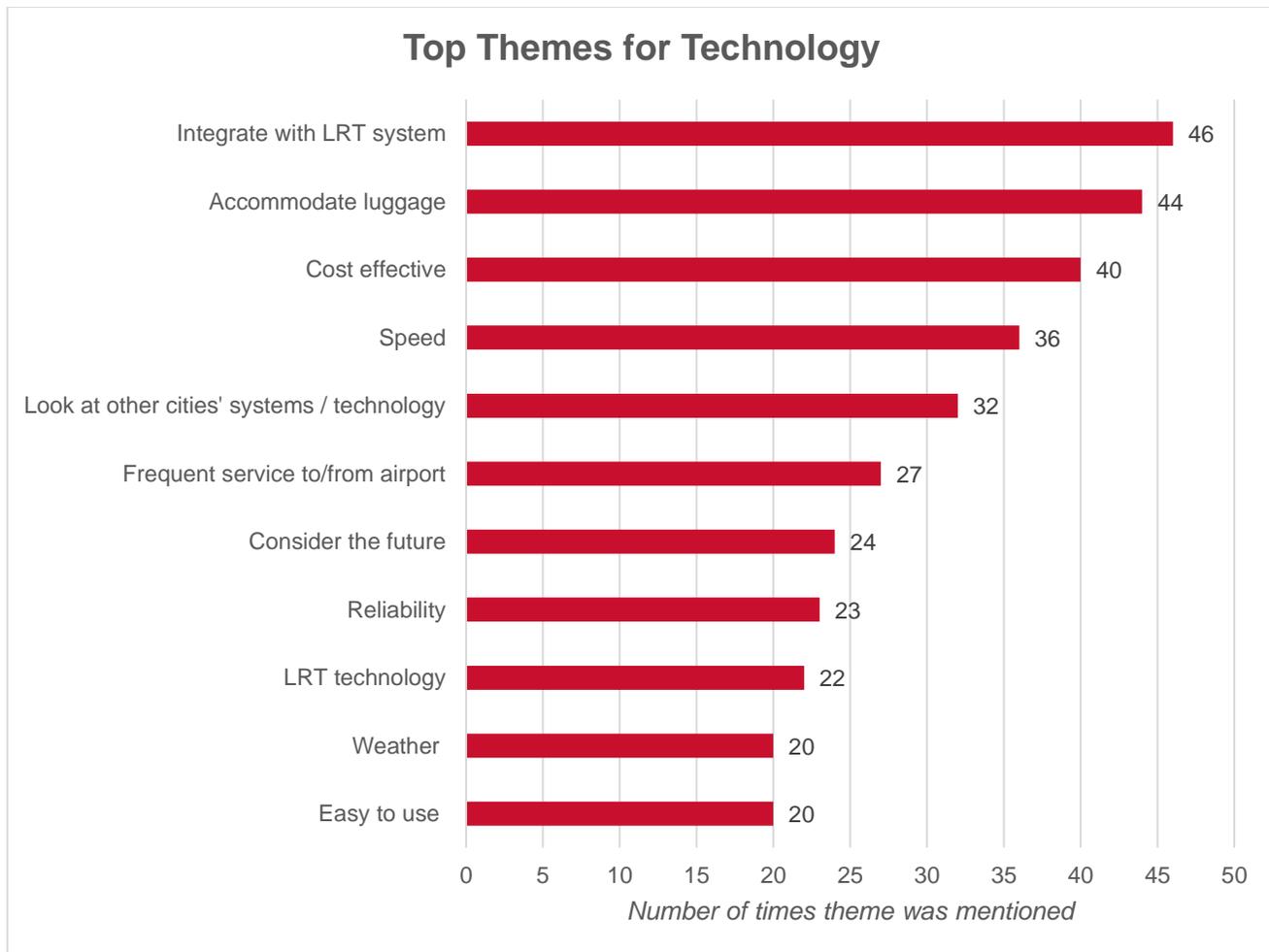
Open-Ended Questions

Through all engagement activities, participants were asked to share their thoughts about technology, alignment and station locations, as well as their concerns and ideas. Below is a summary of the most frequently mentioned themes for each topic.

Technology

Participants were asked **what The City should consider when making decisions about the technology to be used.**

Integration with the existing LRT systems was cited most often when discussing technology. The ability for the technology to accommodate luggage was the second most-cited theme, with cost effectiveness following at third. Respondents suggested The City look to what other cities are doing with their technology to inform their technology choice. Respondents also indicated The City should consider factors such as weather, future growth of the city and reliability of the technology as important criteria.





Airport Transit Study

Stakeholder Report Back: What We Heard

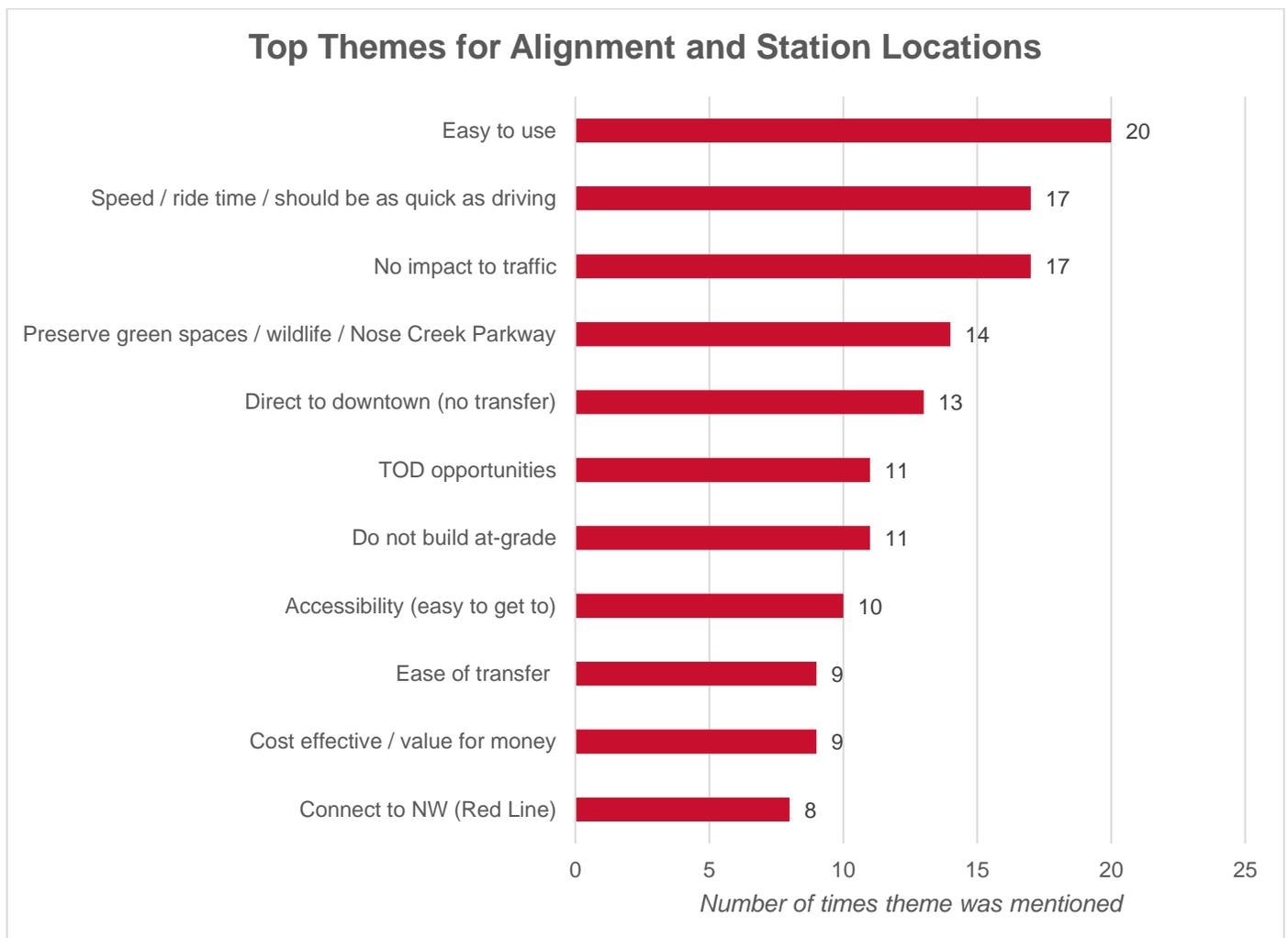
September 21, 2018

Alignment and Station Locations

Participants were asked **what The City should consider when making decisions about the alignment from the 96 Avenue N.E. station to 19 Street N.E., as well as considerations for the number and locations of stations.**

Ease-of-use was cited most often when discussing alignment and station locations. Overall trip time and speed was the second theme most often discussed as many respondents indicated it should be able to compete with other transportation choices. Respondents would like The City to look at alignment options that don't impact traffic, which relates to another popular theme of choosing an alignment that is not built at-grade.

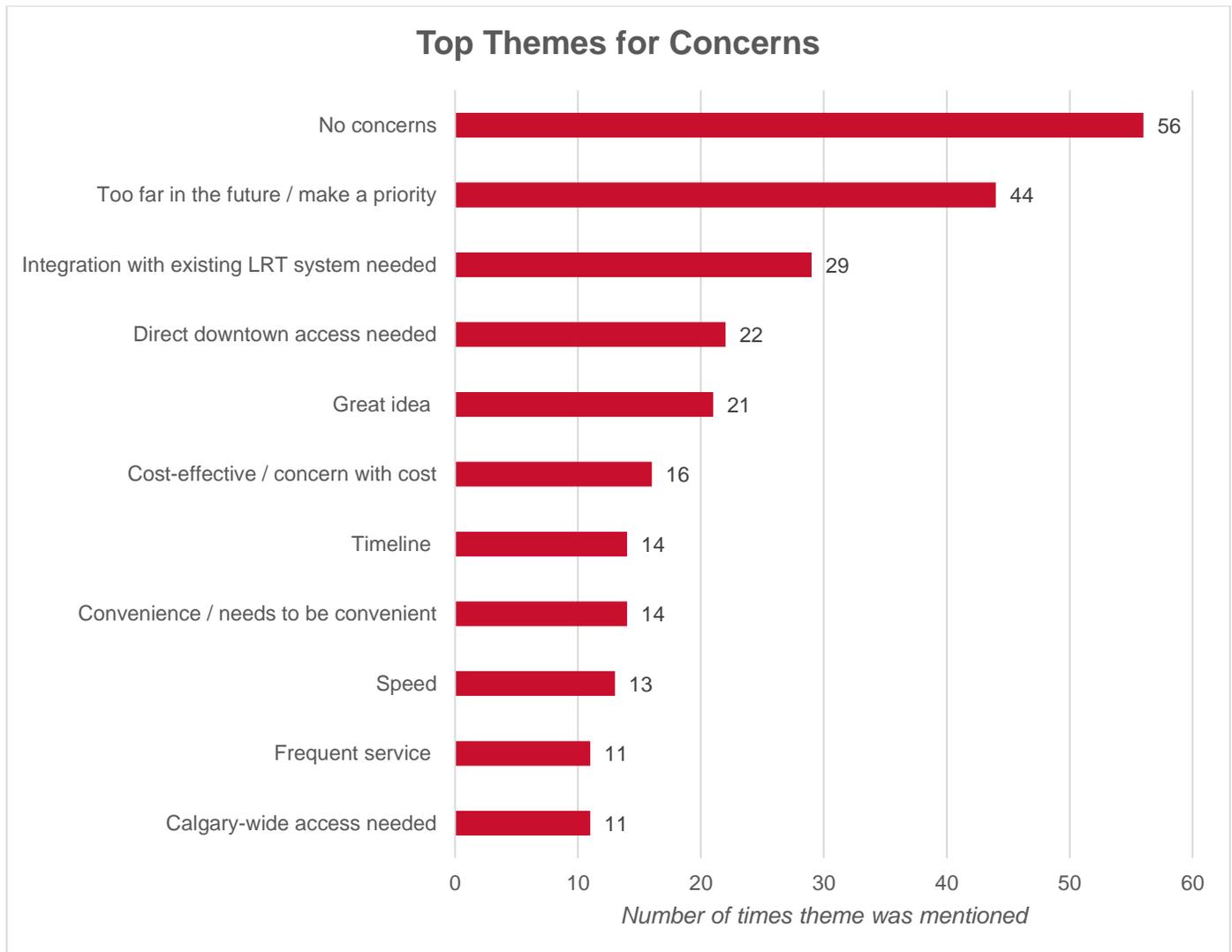
Preserving green spaces, the environment and wildlife were important to respondents, as was including a direct route to downtown without having to transfer. Value for money and making the stations easy to get to were also discussed frequently.



Concerns

Participants were asked **if they had any concerns regarding an Airport Transit Connection.**

Most frequently, respondents stated they had no concerns regarding the Airport Transit Connection. The concerns that did emerge included that the timeline for implementation is too far in the future and should be made a priority, and that integration with the existing LRT system is needed to connect to other parts of the city, including downtown. Other concerns included cost, frequency of service and convenience.





Airport Transit Study

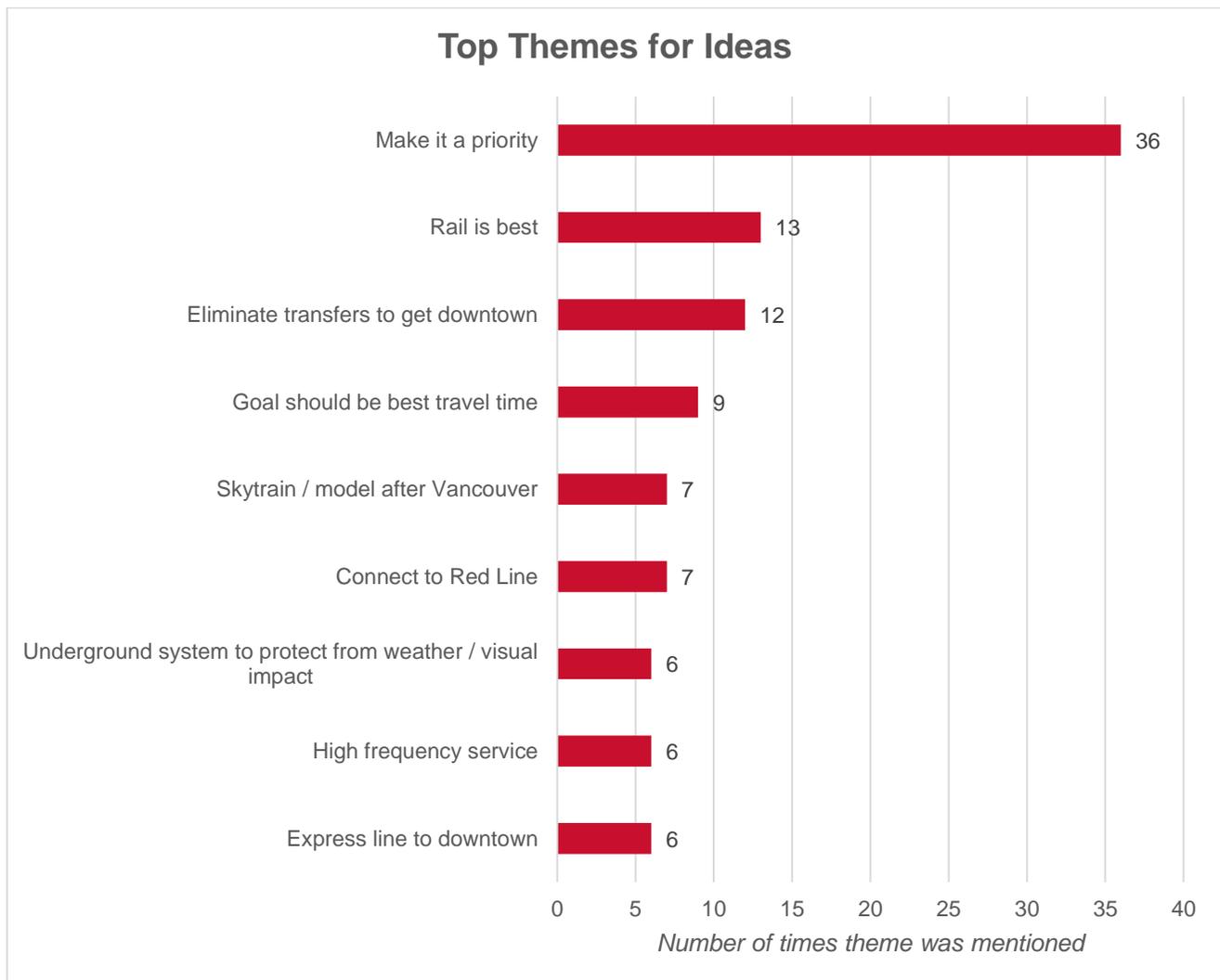
Stakeholder Report Back: What We Heard

September 21, 2018

Ideas

Participants were asked **if they had any ideas they would like to share regarding an Airport Transit Connection.**

By far the most frequent theme that emerged when discussing ideas for the Airport Transit Connection was to make it a priority to implement the connection sooner than later. Other ideas that were cited frequently included focusing on rail technology (instead of buses) and modeling the system after Vancouver’s Skytrain. Some respondents talked about wanting to get downtown without transferring, while others suggested a separate express line direct to downtown. Frequency, travel time, connections to other areas of the city as well as putting the alignment below grade were also discussed frequently.





Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Verbatim Comments

The following pages are the transcribed feedback from all engagement activities. Feedback has been transcribed as it was submitted; no edits have been made to spelling or grammar. If an inappropriate word was used, the following is used to indicate that it was removed: [inappropriate word removed]. If personal information was submitted the following is used where that information was removed: [personally identifying information removed].

In-person Feedback

Open House Comment Forms

We received four comment forms total, two at each of the open houses.

Is there anything else you'd like to add as it relates to technology for the Airport Transit Study?

Disappointed that it will not be a lower-frequency branch of the blue-green line. However, where transfers are required, shelter from climate will be critically important. Should be rail - no matter the technology.

Add double doors so people do not fall thru gap like they did in Toronto subway

Is there anything else you'd like to add as it relates to alignment and station locations for the Airport Transit Connection?

Ensure station locations are useable by airport travelers and off-terminal employees.

Have line extend to more suburbs and have the stations be transfer stations that protects passengers from rain or -40 weather

Are there other issues or concerns that you feel should be considered as we develop the public, customer and community goals?

Only charge premium fare @ terminal for single fares. Other stations on the line should have regular fare structure.

Build a full interchange on 14 St NW and Stoney Trail NOW.

Open House Boards

Are there other issues or concerns that you feel should be considered as we develop the public, customer and community goals?

Folding bikes at all times

á or bikes in general at all times opposite peak travel?

- Important to have good choices
- confusion for 3 or 4 car train - stand at 4th car - does not arrive

Bus to train is easy

Train to bus is awful due to long wait time



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

- next train is a 3 car train

VS

- next train is a 4 car train

GIVE INFO to customer

1) Parking space for train riders

2) Will it be free vs paid to park cars/bikes?

3) Bus extension to the train station from community vicinity

do not use a bus!

- ability to WALK from one train to the other end

- Bike storage on trains

- wide open area designated for bikes

- Do not use level road/train crossing.

- Use double door train opening like they have in Asia so we do not fall thru the gap

- must be quick to compete with cars & taxi's

use escalators up and down station

luggage is heavy

- keep capital cost low

- build as soon as possible

- operating costs keep low

- development around stations is important

use a bus (BRT) first, to save \$ and make sure that connection goes to both blue line & 96 Ave #301 Park & Ride

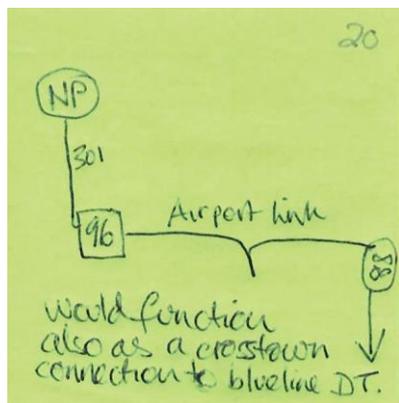
Would prefer train with lots of space for luggage.

connection at either end needs to be INDOORS in a proper station building - changing in the rain with cases or crossing the street is out.

Sheltered transfer when changing trains

- Technology

- no transfer at airport to go from east to west, west to east



would also function as a crosstown connection to blue line DT.

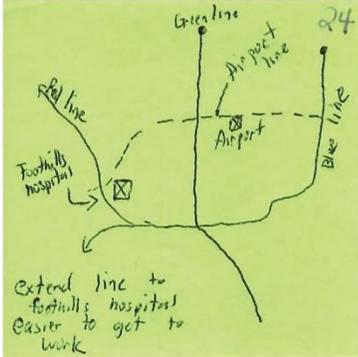


Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Reliability - Newark Airport tech requires overhaul shutdown every 17 yrs. Shutdown is 8-14 months.
High floor train to maximize room inside the train and on station
Use a bus until higher transit priorities addressed. Airport transit is infrequent!
Frequent! <10 min. Reliable! Dedicated right of way. Connected! Simple, covered stations to shelter passengers from our weather.
Also consider connections between Calgary and Edmonton should be considered
Way to work in central loading terminal for things like Greyhound, Brewsters, rentals, transit Go?
Will it be accessible for physically handicapped persons?
Ensure scalability.
Direct service as a base. (no transfers req'd from downtown)
Raised tracks are an interesting idea. Cost versus maintenance versus use?
APM would remove a large pedestrian and bicycle element if done wrong. Long-term integration issues?
All routes/methods run directly along a road? How will it be built to consider best road use? [i.e.: no 10 minute waits at lights]
Automated people movers - more reliable - on time
accommodate people with luggage
An interim express bus to the blue line is needed now. Its all well and good to have feeders to the airport, but the expense of rail can be postponed by a non-stop route to Saddletowne.
APM Miami fast - narrow line
Current systems unreliable - can't compare to Toronto or Van - we'll never be like them - needs to be reliable - Blue line always has shut downs
The cost of the infrastructure. The future LRT on the greenline is less than the current one, why not just keep that?
What else should we consider when evaluating alignment and station locations, and why?
plan or build another LRT line that avoids downtown; the downtown line closed often due to maintenance or accidents
Build a spur that will attract people who have to stay at the airport 4hr or more to entice people to visit calgary



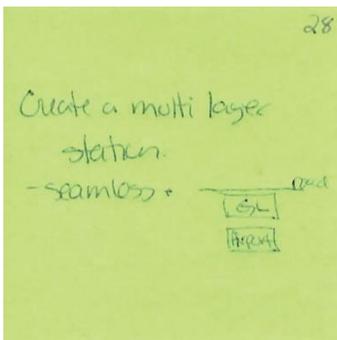
extend line to foothills hospital
easier to get to work

- Airport station should be close to the airport terminal (walking distance) otherwise it will defeat the purpose of airport to station train.

- Airport connection needs to a direct line
- Time is money!
- build ridership

Think bigger! Airport connection should be a major east-west connection.

- connect to NW line (ie. Crowfoot, tuscan, U of C) - build ridership



Create a multi layer station
- seamless

- don't remove existing (direct) pathways or
- build direct pathways ie. crossing deerfoot tr and Nose Creek pathway

If High Speed Rail came earlier than planned, stage airport connection to suit. (Note taken by Alex from a participant)

Airport station should connect to terminal, be shielded from weather

Stations at employment areas
- aero Dr NE
- Harvest Hills Business area



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Name the line purple line after Nenshi's favorite colour
Put a station at 19 street
Route 300 should connect to Blue line (ie. Saddletowne) ASAP - do it now - transit priority measures
Support this project if it is a catalyst to completion of green line N!
Connection of Future airport station to blue line should be eop priority. Many residents in far NE work at or near the airport
Should have two stops at airport, 1 for domestic (A/B gates) & 1 for international or transboarder (D/E gates)
Station locations need to be accessible
Need to work with bus passes and tickets. But surcharges are reasonable to and from the airport.
Accessible to local businesses between deerfoot trail and metis
The bus is slow but consistent. How is reliable defined by Calgary Transit
Station locations accessible to local hotels
N.E. ctrain is currently less crowded than N.W. and S.E. lines Comparing ridership on centre street roads, would a ctrain/bus along the green line to the airport be beneficial or pleasant
A station at 19th St would work for the industrial section & for all the hotels that already provide a shuttle service to the airport.
The right solution for what the community wants. If costs are too high, defer delivery date
Possibility of a central route connecting far N.W. to N.E. Current times include 2 hour transit times from N.W. Costco to Marlborough Mall. Aim for 90 min at least?
How would parking at the airport be affected? Both visitor and worker. Any effects on long-term growth at airport?
Bike path from N.E. - Currently ends at the airport tunnel Any way to add a bike path or keep pedestrians in mind
How would the N.W. proposed area affect the bike path and ecological area along the creek basin? Noise, pollution, usability
Separate line preferred as it benefits communities → North of Airport Tr.
wayfinding - needs to be easy to use - need schedule
Travel time - needs to be rapid & dependable
Technology: It should be a <u>train</u> connection between 88 Ave and Airport
how far are the stations from each other.
Cost effective system
Blue Line should connect with airport
There should be connectivity of Blue Line and Green Line THRU Airport for easy access both side



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Community traffic flow
Noise abatement
In the first phase preference should be given to connect the blue line with Airport
Station at YYC close to Airport <ul style="list-style-type: none"> - people arrying luggage - way finding - current stop at airport is very convenient
Do you have any concerns about a future Airport Transit Connection between the Green Line and the Blue Line?
<ul style="list-style-type: none"> - build ridership - get people out of cars - gas isn't getting cheaper
<p>do not implement a premium</p> <ul style="list-style-type: none"> - creates a barrier - reduces ridership - Uber will be cheaper
Have at least a bus connection right away from the west (96 Ave). Helps to reduce congestion associated w/ downtown ridership
Communities need to be safe and secure with the future Airport Connection & Blue line extension
Don't mind paying surcharge
Build it to benefit the majority of Calgarians
Surcharge is OK, but minimal please. Also be clear with where it's going!
<ul style="list-style-type: none"> - Safety - Traffic control - Noise reduction - Environmentally friendly
Don't mind a bit of a surcharge but can't be double
Please build a train to the airport
This is not a priority project relative to other long term plans
Considering the rapid development of North Central Any idea that the Airport Line also serves to provide extension to N. Central and eventually connect to Red Line?
The plan solved the connections between Blue/Green/Airport. What about the Red Line? It seemed Red Line had to take a big loop ride in order go to Airport (via public transit)
Direct service downtown to airport
Please consider accessibility by Bike to all future stations. Connectivity to pathway network would be beneficial to nearby residents.
Do you have any ideas you would like to share?



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

First of all, you should explain to the people
 1- what are "green" and "blue" lines
 2- what is their purpose in the context of the transportation within the city.
 3- what is the expected time fram to start working these 3 projects
 Only after then:
 - Introduce this project (the airport route) and tell the reason why it is functional in joining the 2 routes - green & blue
 - Then this presentation will be very useful for C. Transit users in the North side of the city+B33

Open house is a great idea and best way to engage community. Maybe have better advertisement when having them or have more than one

Better advertising

Build a homeless animal shelter, to save lost animals in random places!

I strongly support train access to the airport.

McKnight & Deerfoot Interchange

Landowner Workshop Comment Forms

Is there anything else you'd like to add as it relates to technology for the Airport Transit Connection?

- Automated rail for YYC connection
- Large doors fro moving baggage
- Rapid turnaround of vehicles

- ensure consideration is made to allow for multiple future technologies that have yet to be developed ie. funding could be 25-50 years out

Is there anything else you'd like to add as it relates to alignment and station locations for the Airport Transit Connection?

- Airport trail station near hotel hub, Aero Cres.
- Raised line to avoid traffic intersections above ground

Would like to be more involved in station location east of 19th Street. Really hope the city looks at density and future development adjacent to track as they determine LRT station location.

Are there other issues or opportunities that you feel should be considered as we develop the public, customer and community goals?

Parking & ride options

Landowner Workshop Flip Chart Feedback

When it comes to alignment and station locations, what issues and opportunities would you like us to consider?

Pick up & drop off locations – would like multiple stations between 96 Ave & Airport station

Phasing from bus to train? (staging will happen for construction & technology)

- stage so we meet the needs of ridership & businesses



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Would like to see grade separation, don't want to impact roadway (above or below ground)
If possible, should benefit adjacent businesses and/or create business opportunities at stations (mixed-use stations)
Station at Aero Cres, draw people there
Station near high speed rail line (to west of it)
Look into long-term parking opportunities near or at stations
Can alignment be between Country Hills Blvd. & Stoney Tr.
Stations should support business opportunities within station
Concerned that may need to expropriate lands, negative impact to businesses <ul style="list-style-type: none"> - open to land swap or relocation opportunities
Consider impact to experience of customers to area businesses <ul style="list-style-type: none"> - could negatively impact traffic
During construction, make sure businesses are accessible
Cost should be primary/big consideration
Suggestion - keep it south of Airport Tr. <ul style="list-style-type: none"> - go over 19th
Concern - at grade creates havoc
North of Aero Cres. could be @ grade without major disruption
Difficult to input at this preliminary stage
Why is Calgary to hesitant to go underground?
Station location <ul style="list-style-type: none"> - cluster of three hotels (Aero Crescent and Aero Dr.) - a lot of new businesses
Noise disruption likely not a factor
Suggestion - equal to Clique & Westin
Parking needs to be considered <ul style="list-style-type: none"> - Park 'n' Ride
Need drop off/pick up areas <ul style="list-style-type: none"> - Circle in (similar to Vancouver)
Would there be an airport surcharge? <ul style="list-style-type: none"> - cautionary tale – Toronto
Totally against surcharge <ul style="list-style-type: none"> - how many times can you add tax?
Not necessarily worth the inconvenience (vs Uber/friends)
Not worth the extra charge for take in <ul style="list-style-type: none"> - premium for express London to Heathrow
Passenger-friendly technology <ul style="list-style-type: none"> - Room for luggage – no charge - No steps - Friendly service - Comfort – long ride (as close to 5.5 km as possible)



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Quickest route from each end of airport
Costs <ul style="list-style-type: none"> - Total - Constuction - Land
Reduce traffic of those picking others up
↑ % of airport staff come from NE
Entertainment – good rationale for station (Flying Squirrel, etc.) south of Airport Trail
To increase ridership have direct link from city centre to airport
Station location – promote adjacent businesses
Locations on both sides of Deerfoot
More stations equal longer transit time and fewer stops
Convenience = ridership
Hotels have their own shuttle systems
Why give people two options to get to the airport? (i.e. bus routes and LRT)
Getting to airport from suburbs – would take LRT to save money on parking/cab
Time it takes to get to airport is important
Trains in Calgary not designed to take baggage with you
Look at density – where will it be used most? (# of locations)
Does it make sense to follow 96 th ?
Cost should be significant factor
Asking people to take LRT (or APM) during rush hour with luggage won't work
Potential for location at 36 th St down the road
Looking at ridership & alignment (& right of way) – should be flexible enough to accommodate new technology in the future
Is there enough demand to get across city?
When it comes to evaluating technology, what else should the team consider?
Technology that can operate in a tunnel or above grade should be considered to minimize at-grade impacts to road
Explore new & innovative technologies
Scalable system that promotes business
Passengers should be able to stow luggage on board, out of the way of others <ul style="list-style-type: none"> - can this be provided on Green Line and Blue Line too?
Make sure it has A/C, heat capabilities for passenger comfort
If it adds congestion to roadways, don't consider it
Can people check-in their luggage for their flight when boarding this transit connection
Comfort
Room for luggage *very important



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Small trains that are more frequent vs bigger/less often
Automated people mover - decrease costs because no driver (ex. Toronto – terminal 1 to 3 to viscount)
Wi-fi
Flight information
Ease of transfer – short distances
Check-in option from downtown (ex. Hong Kong - mainland China to Hong Kong by ferry) <ul style="list-style-type: none"> - ease of travel - ↓ luggage space
Heated walkways to stations
Funding is important – techn may change by the time funding comes through <ul style="list-style-type: none"> - difficult to project what tech will work best
Should increase with minimal cost
Tech should help drive growth of city and economic growth
Developers – care about it being a cross-connecting (bypass) line; most people care about connection to the airport
Not going to get many people using the station if station is not in dense area
Tech should be forward-thinking enough for a new technology to be dropped in in the future
Economically prosperous
Great cross-connecting gives NE/NW communities continuity
Prioritize airport connection (over south)
In addition to the goals identified earlier, what other goals should be considered?
Connections from local businesses (hotels) to these stations. Could reduce number of shuttles <ul style="list-style-type: none"> - easily accessible from area hotels/businesses
Promote or encourage businesses & commercial/retail growth in area
Plan for future growth of the system, don't limit it to one technology (e.g. bus on road could limit future tech options)
Minimize impact on existing traffic volumes/congestion
Eliminate at grade crossings to avoid traffic disruption
Well-integrated/aligned connections with Green/Blue Lines
Minimize transfers
Affordable
Consider Airdrie ridership
Consider Cross Iron and New Horizon malls
Consider earlier phase - don't wait until stations are built/funding comes through <ul style="list-style-type: none"> - Try pilot project - Phasing project - don't wait until everything is finished
North cross-town stage - don't have to wait 30 – 40 years
Flexibility of design to grow



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Online Feedback

The public were given the opportunity to provide feedback on considerations for determining transit technology, route alignment and station locations, as well as concerns and opportunities. The survey was open from June 25 to July 18, 2018, and 1,613 submissions were received.

Technology: What else should be considered when evaluating technology options?
Make is a simple as possible to grab a train that leave frequently from the airport to connect to the system to get downtown and on to the other lines. Do not worry about the employment of the cab drivers. If you want to be a big city act like a big city, have a train leave the airport.
Long term viability and keeping up to date and modern.
Ideally I would like to see a close integration with the LRT with a direct route to the airport. The current routes (100, and 300) have to go up around the airport and down which adds a lot of time to the trip.
Cost (we can only pick 3) and reliability in all weather conditions.
Environmental impact and longevity of technology.
Something that makes CALGARY look good to visitors and travelers going to the airport should have an express service
I recently stopped using the LRT after multiple negative experiences at the Westbrook LRT station. Maybe the security of the existing LRT should be fixed before building more.
YVR Sky Train example. Direct access to airport 21 hours a day. Drop off AT the Airport (central area)
With an airport connection, having places to put luggage is important!
Total trip time to downtown (and other destinations) is key, not just the frequency and speed of the people mover. To be competitive, it needs to be efficient, frequent and reliable with minimal wait times (automated, higher speed/frequency, lower capacity)
Beauty. It should be such that it enhances the charm of Calgary. Make it look like it belongs in 2050 AD.
24/7/365 Transit system.
Speed should be primary focus. Bus is cheaper but runs the constant risk of being stuck in traffic
I think linking it to current LRT is important or downtown
Cost effectiveness
Simple Integration with present system and easy use.
On time reliability regardless of weather and traffic conditions.
If possible, integration of the LRT station directly into the airport - no people mover/bus/monorail intermediate connectivity to the LRT line. Intermodality as a guiding principle, ie airplane to rail directly. Also - no airport surcharges for travel to/from the airport station.
Trains have to be where people are and where they want to go. I can say that having lived here 20 plus years from the UK i could not believe there was no train to the airport. and still isnt.
People don't want to be struggling with big bags, and transferring several times.
Ability to adapt/repair/continue the system in the future. Eg, no Scarborough RT.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>Technology is an ever evolving and shifting sector that needs to be kept up to date in the most cost effective manner. This should be done to keep Calgary modern and attractive in the national landscape. Calgary needs to consider where we want to be seen in the hierarchy of Canadian cities.</p>
<p>Access to the downtown core should be the primary focus. Just extend Blue Line to the airport and get in operational ASAP. Vancouver's Canada Line makes accessibility to their core easy and preferable to driving, especially during rush hours.</p>
<p>Integration with area tourists are likely to want to get to ie motel village, hotel areas in NE and downtown, spruce meadows</p>
<p>Social and environmental impacts</p>
<p>speed from or to between downtown and YYC. traffic is issue. Train is more convenient, time manageable for travellers layover or business trip people</p>
<p>Visitor experience and reputational impacts should also be considered, ie - what do visitors to Calgary think about being loaded onto a bus versus taking a modern train?</p>
<p>Connection with all part of the city</p>
<p>It should be able to be expanded and grow with the population of Calgary. Would be beneficial if it could have more stops than just the downtown area.</p>
<p>Aisle space for luggage</p>
<p>Safety and Security, speed, and cost effectiveness should also be considered for technology.</p>
<p>Monorail system</p>
<p>Ability to handle luggage, and reduce wasted space (do we really need both ends of a train to have a driver's booth?)</p>
<p>LRT. LRT. LRT.</p>
<p>Can it handle our Weather?</p>
<p>Final destinations and destinations along the way should make it easy for travellers to connect to another form of public transport to reach where they want to go.</p>
<p>Ticket cost for users</p>
<p>Within the next 10 years the transportation industry will experience major shake ups related to self driving vehicles. Any airport link would have to take that into account. Simply put, by the time it is built it may already be outdated</p>
<p>Best wishes to Calgary and to all Calgary's transit users. That would be an simpler for traffics and less uses for a cab rides. But again when you need a taxi is when you in a rushes. win, win, for both Transit riders and Taxi Drivers. Prepared for the future is always a great investment for City!</p>
<p>Standardize the equipment to integrate with existing transit system. And keep in mind the LRT can go underground.</p>
<p>Airdrie is expanding rapidly so would be great to have the LRT extended here as well.</p>
<p>How other world class cities have implemented airport transport.</p>
<p>Many people coming from the airport are not necessarily english speaking. Signage options need to be in many languages. Or have a kiosk with language options, people can get directions in their preferred language.</p>
<p>If you do anything but a train (if you do a bus) the world will laugh at us (just like they are now with our 2 (soon to be 3) train lines that do not go to the airport). Please don't let the world laugh at us.</p>
<p>NOT A BUS !!!</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Integration with existing transit systems; total cost of ownership
What do other cities use? Vancouver's Skytrain works very well
Back up systems for when this transportation is unavailable
The airport tunnel was built with a future transit right of way so I believe some sort of rail technology would make sense in order for the tunnel to fulfill its envisioned role. This would also entice more residents to use transit, especially in the northeast.
Cost
Connectivity with current transit system.
Development of future communities in the Northwest quadrant and businesses in the area must maintain appropriate, yet not overwhelming involvement in the development of transportation infrastructure to the Calgary International Airport.
The airport tunnel was built with a future transit right of way. I believe it would make the most sense for the airport link to utilize rail technology in order for the tunnel to fulfill its envisioned purpose. Also, I believe that whatever vehicles used should have wide space for bikes/luggage/etc.
Future proofing of the technology and/or the ability to easily upgrade infrastructure, and services.
Speed, frequency and ease of transfer.
I think it is extremely important to ensure that the technology options meet the demands of the city and connect people to main areas, such as Downtown.
Keeping homeless people off the train. In Calgary the LRT is a mobile drop in center. In London you never have homeless drunks on the Tube. Find a way to get the bums off the trains in our city.
Winter operations
Turn around times, expandability and ease of use.
Because of the City we live in we need to ensure adequate parking at outlying access points
accessibility
Go to different airports and see what worked, and what did not work.
<ul style="list-style-type: none"> - Convenience for travelers with luggage - Connecting to typical tourist & business locations (hotels, shopping, corporate areas)
Parking at point of departure.
The best and the economical solution would be connecting the LRT from the harvest Hills Blvd and 96th AVE to the future greenline LRT.
The airport in Hong Kong is in a remote location but uses a system where a traveler can check in and check their luggage at a central location downtown. This option benefits the traveler by allowing them to stay in their desired location longer, the airport by staggering arrivals and the city.
Start and end times for the service especially for airport employees
Running time(24hrs or less?)
When it comes to integration with existing systems, it should also be able to integrate into future systems. Canada seems to be way behind in regards to public transit systems. I know we'll never get up to New York or London's level, but we should at least start.
Just keep it simple.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Impact to current drive routes while undergoing construction....Calagry faces enough BS trying to get around all the mass construction in this city at any one time
The presentation of the city as an international gateway.
Keep it up good work
Can Calgary afford the taxes? Many are in job loses, fixed income, disability...
Something that has been used before should be considered. There are lots of options to consider when looking at transit connections. But after that it should be speed and cost effectiveness driven. If it's not speedy people won't use it and if it isn't cost effective it won't get built.
operating cost vs time. This transit system will be placed here for another 30 years or more for return of investment and operation. Schedule to reach airport is also very important for the service, to bring people to use it.
Potential down times due to malfunctions, software bugs, cold temperature resilience.
Accommodations for suitcases/bags, as well as accessibility for all people. A dedicated right of way for all tech options, although rail systems that run on the same gauge as the current network would be optimal, allowing for easier integration if a future direct-to-downtown airport line is desired
Passengers going to and from the airport are usually facing a time constrain. Variation in time and delays create unnecessary stress and distrust of the system. The technology should should be reliable and provide timely service.
Nearly every major city in the world has a train system to their major airports. YYC needs the same.
Extend the saddletown train to the airport
Speed and early morning and late night availability.
Most world class city's have very well integrated transit systems providing service to their international airports; take time to study other city's. Passengers must enjoy the trip otherwise it will be under underutilized.
Please note that tec makes a big difference in our lives these days and if we have more options to transport people to YYC in public transport and services are very frequent and runs for kind of early start to late finish that would be awesome and some workers at YYC would also get the benefits too.
Learn and study from other airport systems throughout the world
Travel time downtown
Technologies that enables automation and improves reliability should be taken into consideration
I think for a city of Calgary's size, to promote new business and expansion, there absolutely needs to be a rail option to the Calgary Airport that is connected to the cities existing (or soon to exist) rail. Of all demands the green line will meet, I believe rail to the airport should be a priority
The ability to upgrade in the future
This is the first impression of visitors - get them dt safely and quickly
Direct, efficient rapid transit system to the airport in order to save all Calgarians. Further, this transit will help ascertain Calgary's position as a global city.
Whatever technology be used, it needs to be ensured that the transit system is either elevated or underground at all major road crossings to avoid traffic situations like on 36St
Speed, safety, and security
Build a train line to the airport



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

What will require the lowest number of transfers. Ideally the LRT should reach directly the terminal
Direct access to airport terminal. Ability to handle luggage
Eliminate the contract monopoly that Allied Limousine/Associated Cab have at the Airport!!!
How will you integrate when newer communities come up and need access to Transit services
We also need to consider where the technology is coming from. Can we invest in local or Canadian made technology? Maybe a RFP to local business who could develop new technology that better fits our requirements and environment.
job creation
Ability to track departure times
Comfort and accessibility, for those that don't have the luxury of choosing of 4th and 5th option. I am on a very low income. It feels like I am able to choose one option only.
I think the APM option connecting to the current transit system is the best option.
Best service and accessibility
Communities connection to lrt.
C-train lrt to airport required
The cost vs benefit
Never buy from a Quebec company.
LRT should go to airport
Weather
That it should be connected with the LRT but have a higher classy look because it is an Airplane route!
longevity
Up and running
How much the maintenance costs will be for whatever you design and how up-to-date it will be when it finally does get built.
C Train is a must for airport. But if it is going from saddletowne station then it should not cover sky view area. Because it will be much expensive if it covers skyview community. Make it through Savana then city scape and then airport along with country hills or with 104 avenue. Thanks
The time it will take to get everything completed. We needed this green line ten years ago so lets get this done asap
I really don't care about the technology . Please just make it accessible and less expensive than current airport travel options.
It would make sense to run the LRT to the airport. Failing that something that can be intergratedand runs at all hours would be useful
It should integrate into the train line.
Make this an upgrade to what is currently available. Extra tracks, lines and noise make this area undesirable to live in which then defeats the point of have a system to move people. There area has been altered so much and people do not care about the citizens who live here and put up with it all.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Accurate and simple
Build an LRT to the airport
Closed areas to wait with heat. No fun at all standing in the wind in -30 weather. That's when I drive it the station has no warm areas
Now question we should be connecting the Calgary transit to the airport. In some Australia Cities there is a surcharge for the airport connection. The other item we should look at is the connection to Red Deer and Edmonton including Edmonton International Airport.
NOT another transfer or shuttle link. Why are you considering this now - where I go there is NO service after 7 pm on weekends and 4 transfers to the airport as it is, yet new \$ for 1/2 mil rebranding and new LRT? Get your priorities straight first before new build.
Cost of operator training and maintenance. Future-proofing.
Aesthetics
Extended hours or 24/7 bus route 300 service
Cost is paramount - the UP Express in Toronto was too expensive and nobody used it at first. If it's more than the price for a few people to take a cab, they won't do it. It needs to make sense.
I see no need to deviate from LRT.
If you're going to automate, go all out and replace the whole LRT system.
Stop whining, cities around the world are progressively moving into the future. Calgary is moving backward.
Studying other locations, such as those in Europe
The current bus line to the airport is great in theory however crowded non air conditioned buses are not great for getting there especially in the summer with so many tourists. The service needs to be improved I have gone to saddle town to avoid the Deerfoot to catch the plane on time
Think about the future. An LRT to the airport is necessary
Small number of transfers and transfers on same platforms
Convenience and the use of APPs to pre buy tickets much like what Toronto has done with the UP Express. This should be a fast nearly direct link from the airport to downtown
Lifecycle implications
The Westbrook LRT station is a crime hub and one of the most dangerous places in Calgary. Please fix this before building new train stations.
Denver charged 9.00 per person for rail to the core. Borrow against future revenue and get it built
Integration with existing ctrain line
Ease of access is huge! It shouldn't take me longer to get to this train than it takes to get to any existing transit.
All the other things listed above as well as comparison to other major cities
After travelling to Seattle and riding the train from airport to downtown I was seriously wondering why Calgary didn't have such a system in place. Please look at Seattle's system, it's absolutely fantastic.
Just integrate with LrT. All the infrastructure is in place for spares, maintenance and staffing. Adopting a separate technology on a small nodal system it will be exponentially more expensive. We want to present ourselves as a global business city; let's not make business travellers take the bus



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>I want to URGE the city to add a LRT link to YYC airport. We absolutely need this as a modern city, and to help connect people and businesses with YYC. I would be happy to talk more about this if you are interested [personally identifying information removed]</p>
<p>Cost effectiveness, a wow factor to be a global example of transit superiority. Advance green technology</p>
<p>Automation.</p>
<p>Just reiterating that I believe the most critical is the integration with existing transit systems. It is important for visitors to build a level of comfort with "Calgary's" LRT right from their arrival at the airport. This will increase ridership over their entire visit.</p>
<p>Safety and Security, and integrating with existing transit systems.</p>
<p>If airport users want access to public transit maybe they should pay for it the way the airport charges a fee to pay for the work they are doing on the airport. When I go to the airport I am taking someone or take a cab for my flights</p>
<p>Needs to have EXCELLENT connections to other northwest lrt in order to make it worthwhile for me.</p>
<p>Using major world class cities as a model in Asia, Oceania, Europe, and South America a train connecting the airport to downtown and the existing LRT system would be of massive help to all parties. Going forward you can't have the Greatest Outdoor Show on Earth if you can't get there in an easy way.</p>
<p>costs for the users</p>
<p>The option not to use a cab or car , no highway and losing time in traffic jam. This would make every business travel much better</p>
<p>Just do the thing so that we can leave the Third World.</p>
<p>Accessibility, expansion capability, and all-weather capability.</p>
<p>I can foresee future LRT cars becoming automated in Calgary. Other more advanced cities already have in place automated rail transit. Lets be a leader as well and plan for automation. Link the airport system to and existing or future LRT line. Yes it presents an inconvenience to the traveling public b</p>
<p>Ease of use.</p>
<p>aesthetics - not making the line an eyesore and needs to blend in with the communities</p>
<p>Ease of use and speed</p>
<p>Logic</p>
<p>I feel this route would be best served with a BRT style service. Integration into airport tunnel with bus express or demand exclusive lanes. Use the blue dot system to fast lane transit vehicles. Use of existing airport access roads and include flexible access to airport terminals (use 2 stops)</p>
<p>Should be completed like the express line in London. Direct from the airport to downtown. No stops.</p>
<p>Really, everything in this list should be considered with respect to the technology being considered.</p>
<p>Spacious cars that can accommodate not only passengers but their luggage as well. Ex. San Francisco, Vancouver and Schipol Airports. The current bus doesn't provide flexibility or convenience.</p>
<p>Sustaining high frequency all day</p>
<p>Able to work in our environment (weather/temperature/rain)</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Is it for Calgary? do we have the population base to justify it?
Easy to move people and their luggage- roll on roll off.
Luggage is a major problem on most of Calgary Transit's current options. Only the LRT can handle a reasonably large suitcase (over 1 week of travel).
Integration with whatever the other main mode of transit is will be paramount. Do not have riders on the key route from airport to centre city require making a connection change on the route (e.g. a brt to lrt, etc). An integrated lrt station at YYC to DT like skytrain at YVR or BART at SFO is best
Keep the train cars identical to the existing C-Train. This will allow for common maintenance and spare parts. When I take my luggage on board I want to be able to sit with my luggage next to me, not stored on a certain area of the car. Make it air conditioned, not the open window option.
Capacity is important. Given that people are going to have luggage going to and from the airport, it's necessary that any technology has the means of carrying additional loads while being comfortable and spacious for passengers.
Rail. No buses. Charge a premium
An Automated People Mover to connect the Airport with the Blue and Green lines would be ideal. APMs is proven technology and they are already used at airports around the world, both within the airport and to connect with Public Transit.
I'm not afraid to be the first city to try another mode of transportation. Being the first to hyper loop.
Use the low floor technology and link it with the green line
One type of train to the entire city.
More people will go to airport. For other reasons than work or travelling
Sleeplessness with rest of train network
Ease of use when bringing suitcases
Is the technology really needed, or decisions for Transit technology based off of selfish desires to do something flashy (rather than cost effective but functional?)
Convenience and efficiency
The Airport needs an LRT connection. The Airport set the land aside for this and the city has failed to respond (taxi lobby). Why is a city bus \$12 from from the airport...not even direct! Sadly, the language on this survey will not be understood by those don't know what blue or green. AIF can pay.!
Recentaccessibility nb
It should further and simplify transit options for people travelling within Calgary and not just to YYC. Ideally, instead of having to get off one train and transfer to another one, the NC and NE lines could be connected via YYC. Thus, I'd like to see the NC use same cars as currently used on NE.
Look at other airports in the world. Seattle has an amazing system within the airport, Narita in Tokyo, Amsterdam Airport, and Hong Kong Airport are the best examples I have found in my travels.
The transit must be consistent and reliable. This is critical for people catching flights at the airport.
Just extend the LRT so we can use existing Ctrains! I'm a Flight Attendant and know MANY FAs acquired cars simply because the 300BRT and existing travel options aren't convenient. I would LOVE to dump my car if airport access improved, getting to YYC is the only time I use it!



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>Please find a faster transit option. Taking the 300 (which can take nearly an hour from downtown) takes a long time, especially if you have to take other non-rapid transit buses to actually get to a 300 stop. I'm so excited for a PROPER transit connection to the airport!</p>
<p>Don't understand why existing C-train equipment would not be utilized for this purpose. The technology is understood, would integrate with existing systems and maintenance support would already exist.</p>
<p>How about flexibility to reuse existing technology? If it's all LRT then cars can be transferred around if needed.</p>
<p>Speed and efficiency should be most important. If connections are not fast and simple people will not use the transit link</p>
<p>Space for luggage, ie less fixed seats and more standing areas. Main user will be the 10000 workers in airport area.</p>
<p>BC's lower mainland Skytrain is driverless, perhaps this is an option Calgary could explore. The Skytrain is by far the best way to travel to and from YVR to any part of the lower mainland. I'm a fan of Calgary's LRT extending to to YYC.</p>
<p>Does the new system create additional transfers (reduction in convenience) or is it an extension of an existing system?</p>
<p>Just extend the C train ONE station!!!!!! No brainer!</p>
<p>Should be a direct service from the core of the city versus transferring trains/bus/etc.- Vancouver's Canada Line a perfect example.</p>
<p>Ease of switching from blue line is very important as many people will have luggage</p>
<p>Modern and represent Calgary well, a bus isn't easy, efficient or desirable to take. Shortcuts will only harm our image as a prosperous and modern city.</p>
<p>Main consideration should be integration with the current transit system. A separate system would be awful.</p>
<p>All of the above!! Longevity of the technology and access to parts, etc.</p>
<p>Efficiencies & sustainability.</p>
<p>Access from various points in the city. Living in the northwest, the current system of needing to go downtown to get the airport bus is too out of the way to make it useful for me.</p>
<p>Something that can operate most of 24 hours a day, and does NOT go on strike. Thank you</p>
<p>no corruption involved, please cut the excess paid to whatever kickback required to those making decisions. A city of over 1 mil people r still using coins for transit because city workers stole and sold the license. It's a joke u want to ask amazon to come here.</p>
<p>A new LRT that would run parallel to East Stoney Trail and have a connector to the green line at McKenzie Towne and a connector to the blue line at Saddle Ridge. This LRT would then run to the Calgary Airport terminal and can eventually run to a third connector to the red line at Tuscany.</p>
<p>LRT is the best long-term investment, to serve existing market and future growth. Automated should work fine, as technology in that area is advancing quickly.</p>
<p>Every major airport in Europe provides underground access to city train, subway, or main railway system that operates safely and reliably independent from weather.</p>
<p>Convenience. If it's a pain to use, people will continue to drive, taxi or Uber.</p>
<p>What will work well for expansion over future decades of use.</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

UP in Toronto is a great example. It is fast, comfortable, not overly expensive, convenient. It gets people to downtown and then able to catch other transportation to their destination.
Will it be kept above ground, not underground. We have a beautiful city and a beautiful natural landscape, which I believe is important to everyone to see.
Convenience and use efficiency (i.e. shouldn't need hours to use) for people who live in all quadrants of the city
Quick and convenient access for all areas of the city, not just the NE and NW. Right now it takes an hour and half using public transit to get from the SW (Glamorgan area) to the airport, making it an unappealing option for that section of the city.
doesn't matter what technology is used, it will be better than a thousand taxi cabs
What is 'route alignment'? What is a Green Line or a Blue Line. This is a very technical document for the public. Poorly done.
Future technologies coming up in transit like hyperloop.
I would like to see sort of APM built. Maintain higher frequency of service for longer periods of time. My main concern is, yes, Calgary weather.
Must link with current c train
Community impact
Following the example of cities around the world with mass transit integrated into the airport terminal buildings, frequent and efficient service are the most important concerns. Transit must prove to be equally if not more convenient than individual automobiles.
Many people traveling to and from the airport will be dealing with luggage. The selected technology has to allow riders to easily transfer their baggage.
CTrain to and from the airport
For people travelling to/from the airport I think the most important thing is to make it as easy as possible to get them where they are going. I think an APM or LRT would best link to the train lines; ideally a traveller could make a seamless connection without leaving the station.
A mode that gets passengers right into the terminal, or at least to a sheltered destination would be best.
Comparisons with similar systems operating in cities with a similar climate, especially regarding reliability in different weather conditions.
People need a more efficient and cost effective, means of getting to and from the airport without having to rely on friends, family or taxis which are very expensive.
Monorail
Ease of use, keep it simple and easy to understand for locals and visitors. Absolutely make sure the technology is reliable in our climate fluctuations.
Schedule of the train.
only could pick 3 speed, comfort and integration with existing transit systems all important. Why Calgary didn't prioritize a train system to the airport long ago is beyond me. Safety and accessibility is very important and ease of use of the system a top priority. Don't make it too complicated



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>Length of time trip will take Cost of trip Frequency of trips</p>
<p>should be able to get downtown as fast as possible nice if bikes could be accomodated</p>
<p>Having lived and worked throughout AsiaPac for the past 20 years, I have seen what the best & worst examples of transit systems have to offer. Will YYC be a destination airport - ie: (local - shopping, entertainment hub?) (global-direct connections to HKG/HND/FRA/EDI...? Traffic volume? Pricing?)</p>
<p>A electronic pay card system that is integrated into existing transit passes (yes, fix that) and b) available for pre-purchase by tourists prior to arrival at airport. See London Oyster Card if you need to see how its done</p>
<p>Luggage capacity</p>
<p>Frequency is key. An airport link should ideally operate on 5 minute frequencies. A 10 minute wait for an airport link with a 10 or 15 minute wait for off-peak Green or Blue Line LRT means a passenger may spend as much time waiting for transit as it would take to travel in a shuttle bus to downtown.</p>
<p>Tesla just won a bid in Chicago – is this something we can request as well?</p>
<p>If s BRT, should have dedicated lanes, be part of the primary transit network (frequent) & have luggage racks on all buses - lrt not necessarily needed, so BRT should be seriously considered. If possible, the fare should be the same as existing or a minimal difference.</p>
<p>Get it done! Enough waiting, we want yyc to be a destination city, we have rebuilt our airport and runways. Just DO IT</p>
<p>Transfers between the airport line and the green and/or blue line should be simple. Needs to have a high capacity and high reliance (small percentage of breakdowns or stalls). Will be an important transit link for the city, especially for events such as the stampede and the Olympic bid.</p>
<p>How it will adapt overtime</p>
<p>Comparative costs paid in the rest of the world</p>
<p>Good idea to take the line 1-2 stations beyond airport to the new communities (would increase the rider ship apart from airport traffic) and develop storage and maintenance yards there .as there is lot of land also available there.</p>
<p>Do it already! As direct to downtown as possible (no out of the way, round-about, time consuming routes to downtown) & integrate into what we currently have. Toronto has a separate system that meshes nicely with their existing transit. Chicago extended existing lines direct to airport. Both easy!</p>
<p>Don't put it on ground level. Use some common sense when designing this system. You folks already messed up the North East line on 36 Street. What a gong show. Just build it and don't waste time on BS studies.</p>
<p>Upgradability: does it scale well as more units are placed on tracks/roads?</p>
<p>The Toronto Union Pearson Express (UP) transit system is VERY well run as well as the smaller terminal link trains that run at Pearson as well. If something like that could exist for YYC I would be much more inclined to use Calgary transit over an Uber or friends picking me up.</p>
<p>Modern, easy access for people, as well as tourists to be able to access hubs quickly</p>
<p>Must be cheap too</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Impact on city neighbourhoods
Luggage, Connection to central location to enable transfer other transit or hotels
Where ever our rail transit has gone crime has gone up. Just what the airport needs homeless and crime.
It has to provide an affordable option of travelling to the airport comfortably, with luggage, and quickly.
Fastest to airport
Calgary's unique weather fluctuations
Reliability
Capacity for the future - increasing numbers of passengers, extra stops
Ease of use for non-Calgarians - visitors to the city must find it easy and not confusing to use
Needs to be practical and easy to access so people use the service
People movers often have no operator. It's creepy enough at certain times when there is ONE driver in a different/non-connected car, let alone if there was no driver nearby at all. Cost effectiveness will coincide with usability. More users, more revenues. This has been proven all over the world.
Ease of upgrades in order to keep up with changing technology.
Check out Portland's transit train from the airport. Awesome and cheap
We need this. The airport needs to be connected to downtown. Taxis are expensive and inefficient during rush hour.
What about considering wired trolley bus service, clean, fast, comfortable. Route 301 should also be converted to this clean alternative.
Use existing LRT technology as much as possible like Paris, London Etc
Minimize hassle for travellers getting to and from the airport. Don't forget room for luggage
All of the above are important.
1. It *needs* to connect with the Green Line at 96th, so space to house the cars/buses + maintenance. 2. There's a new bus yard going in N of Country Hills Blvd, so maybe use existing tech until ridership is built up? That would also give you the opportunity to amend plans if needed (like a pilot)
Not everyone drives. A train to the airport would help immensely
Durability
Physical scale of solution to integrate into terminal rather than an external location from terminal. Capacity for luggage storage. Automated ticketing system, clarity in signage for arrivals/departures etc Internationalization of communications to support foreign travelers (eg simplified Chinese)
If a transfer will be required from the main line, making it as easy as walking to the other side of the platform to get on it from the mainline.
The technology will be a first impression for guests. It should show that we are a leading-edge city. It should head for the core and not head away from it. It should not require transfer if possible. Should always be heading toward the core.
Having a LRT line go into the airport eventually would be ideal. 2 stops one and international and domestic. The light rail system that goes to the airport in Vancouver works so well. It should cost the same as any other transit fare.
would like to see Operated LRT, not automated



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Life time as well as maintenance costs
Considered thinking around the scalability of the product relative to the city's continued expected growth
Green energy, I prefer electric. I believe that Solar power is the future. Automated, or driverless, VCR has been doing this successfully for years. You can literally set your watch by the train schedule, any day of the week. Rail needs to be above or below traffic
My opinion ??
Above or below ground, NOT street level!
Do the green line to Country Hills Bl, or Stoney then add a big station. Add1 new branch E to Barlow/ airport along to Saddle Rdge. Another branch could go west through the NW through Nolan & then to Tuscany. They could put tons of Park & rides along Stony, even for Airdrie folk. Easy to do this.
Ability to carry luggage and bicycles onboard.
Wifi access for travellers Tech savvy payment options Ability to move from car to car Few stops Speed Double gate for security sweeping and loading offloading in different sides of track
the airport system is only as good as the entire system! i recently flew to toronto, but the morning flight requirements meant i could not use the 300 route, because my rt. 4/5 bus did not run for another 1/2 hour. returning, i got a 300 right away but the 4 had left... rode 5 all the way around.
Extend the Blue line to the airport. Don't waste time or money studying other options
accessibility to downtown, the main economic hub. have a direct bus or train to the City Hall Station
Most up to date
How easy will it be to carry luggage and move families during peak hours - what is the cost- from the NEvits about a 20\$ cab ride and currently it would be 2 youth and 2 adult tickets - getting on and off train with luggage - wstbttimeeasy of getting to the station - will I have to transfer etc
safe and secure Accessibility for families and children with luggages.
Reliability and long term maintenance costs.
Dear The departure section is tight at Calgary airport. It should be wider and more ooen. The C train should be connected to airport
Don't introduce a new technology into the mix. Calgary is invested in LRT so let's just extend a new stub LRT line that extends between Blue Line (connect at Martindale) and Green Line (connect at 96 Ave).
Luggage storage/room
Ease of use. Have an app available for purchasing fares. If integrated with the existing transit system it can tie into a better fare collecting system we have available now.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>Keeping the companies involved, Canadian based is important in my opinion. Can use European technology but Canadian companies need the experience for growth. We will need future trans Canada transit upgrades. Why not start with learning on these projects first?</p>
<p>Noise of impact to surrounding areas for new line. Service hours to meet majority of airport workers and last/earliest arrivals. Lessons learned from UP express in Toronto and sky train in van.</p>
<p>Even a grade seperated people mover can be at-grade outside the airport footprint with forward-thinking freeway/intersection design.</p>
<p>A big no to automated transport. Absolutely must be a human operator, like buses & C-Train. (I would never ride the Vancouver sky train. Unsheduled shut-downs, failures in the Vancouver system, people fending for themselves, luckily no one died...) No to shiny new automated driverless technology.</p>
<p>Will this benefit the city really</p>
<p>Will anyone use it?</p>
<p>Be effective like Toronto! The more places the train will go, the more people will use them.</p>
<p>Look at the Canada line in Vancouver. Calgary needs a comparable system to get downtown. What an amazing difference that line has made for Vancouver. Forget it if it is more than about 20 min. Or if it is a convoluted route.</p>
<p>Reliability and easy to navigate for newcomers</p>
<p>Impact to current traffic corridors</p>
<p>Infrastructure must be designed in a way to enable future maintenance and operational changes to accommodate changing demand. Answer questions such as "What if vehicles operate more/less frequently?" "How are passengers served during maintenance?" as part of the Requirements Discovery process.</p>
<p>Utilization of existing infrastructure {airport tunnel} and compatibility with existing Blue line going West (via 90th Avenue- Rt 300) to North Point. The Airport Authority has announced a Plan to be implemented by 2026. Greenline from 16 Ave to Northpoint can be better served with BRT.</p>
<p>It should be a technology that is able to extend west past Centre ST and east past the Blue Line, to consider bringing the whole east and west of the city to the airport and not just Blue Line and Green Line/Centre St passengers.</p>
<p>I would try to make this as a metro/ undergoing line as much as possible to avoid congestion and traffic along Airport Trail.</p>
<p>It would be essential to consider 'Flexibility to accommodate demand fluctuations' as well since arrivals and departures vary during the day. More trains would be needed at peak times.</p>
<p>Will this new people mover disrupt residential areas post construction and deployment. What type of security or compensation will be offered to 19th St residential owners</p>
<p>not to spend a lot of money for a few hundred rider a day.</p>
<p>n/a</p>
<p>The automated People Mover is a great way to move to automated vehicles, Take a reference example of the Taipei Airport. The airport has APM to make commute easy and simple for users between terminals and it is also cost effective. This can be a perfect example for a shuttle like system.</p>
<p>A rail transportation route that would be the least intrusive to street and road travel.</p>
<p>Safety and Speed</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Easy to access, quick
Frequency, number of connections needed to reach other quarters of the city.
The travel time to reach other areas of the city upon boarding transit and vice versa, the speed in which someone can reach the airport is important.
I personally think that an APM is the better option out of the 4, because the route is short enough for the trains to not need drivers.
Best practices used at the other airports having a metro station which connects the airport terminal to the city via a dedicated line without many stops.
Little interruption as possible with roadways.
Time, cost and quality constraints
Make an LRT line to the airport!!!
Future proofing. It would be important to implement a system that will be of continued benefit/efficiency/effectiveness rather than trying to implement a short-term fix or something that just works for now.
We need a LRT going to the airport. The bus leaving the airport and going to the airport are very inefficient. Not everyone wants to take the bus downtown. We need more access to other parts of the city to and from the airport. This line should be high priority.
The link needs to be central to other transit connections.
Consider the weather pattern - what can better withstand -30 and +30 weather. Getting stuck in a train for 3hours because there was a breakdown/issue on another train. What can be done for emergency situations? Is there a back up plan if transit breaks down?
How well it would operate in the extreme cold.
Strongly support the APM option, as the right of way in this scenario can be fully separated from traffic and therefore doesn't require a driver, which reduces costs in the long term. It also helps identify it as a separate system from the LRT, which would support a fare surcharge for the lateral
New technology as airport is first point of visitors so if the technology is advanced, it brings positive vibes for visitors.
<ol style="list-style-type: none"> 1. build a a train station in airport that will connect to Downtown with ease for visitors and tourist (like Vancouver) 2. Consider double decker bus for routes going to Airport in the meantime or those routes that will be covered by the train. (like Ottawa) 3. HOV lanes going to airport
Ctrain to airport
I would seek out tourists and Calgarians who are familiar with other cities transit lines to find out what they've learned during trips from the airport in other cities.
Service reliability.
Bus Rapid Transit should be taken off the list altogether. Best use of technology and money would be for integration with the existing Blue line LRT with alternating train service similar to the Canada Line (YVR Airport vs Richmond)
Environmental effect, safety and security, comfort
Extend the Blue Line up 60 ST NE to Airport Trail, While you are building the new Airport Trail connection, use this time to build the direct access for the LRT to the Airport via Airport Trail. Probably the easiest way it can be done.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Minimize transfers! The whole point of rail to the airport should be to eliminate the transfers that currently exist with an LRT to Bus approach. It's also why transit from O'Hare, Changi, Heathrow and Sydney Australia are all so pleasant as a rider.
Have an easy way to get to the airport. Don't make it complicated. Ideally one train from down town would be ideal. Can you extend the LRT from the NE to continue directly there?
Connecting the city
- luggage storage - technology that can offer frequent service
Long-term viability of the technology. Ensure it can evolve to meet changes.
Any transportation connecting to YYC needs to be available 24/7 and connecting to a few major transit points (saddle ridge LRT station/Country Hills bus depot...)
You call this a survey.... 1 quea
Is this what you call a survey.... 1 question
It should also be able to accomodare changing useage during operations.
I took the C-train for the first time in a dozen years. The train started up so fast an old man nearly flew across the car landing on his ass. Twice! There isn't enough grab bars or route maps on the train. How about enter on right, exit on left?
Driverless trains and barriers along the platforms that have sliding doors which align with the location of the sliding doors on the trains
Should be more frequent than the system we have right now.
Compatability with existing services.
Consider the effects if a transit route is not on schedule
I think that having compatibility with the current transit network is extremely important. The system should work as one mass transit system reducing commuter delay. Transportation engineering solutions always have to be thought about for not only the short term, but also the long term.
Ease of use. Do I need to connect via 5 different technology types to get from the airport to a location in Calgary? Do I need to purchase different passes to access the different tech types?
Utilization of our existing transit system, make it cost effective and as accessible as possible.
Automated people mover.
Train tracks Should not block the roads, should be built underground or on bridge.
It should be electric or use another fuel that does not produce green house gases.
Don't try to reinvent the wheel. Use what works in other cities and make it work in YYC.
Environmental impact
Capability to handle people with disabilities
I would say accessibility and cost effectiveness should be a given in any public transportation plan. I think it is important to have human involvement in the actual driving if choosing some sort of train, we need to keep a human face to our city and keep things safe.
The difficulty it may pose to vehicle travel. The rapid transit looks like a road to more road rage already.
Where most people actually transit from - unlike the green line



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

reliability. The existing C-train has poor reliability and difficulty to respect the schedule when a train is broken down.
Keep it safe and secure! The safety is the most important thing!
The cost for riders. Accessibility for all income levels and that the placement isn't only to benefit higher income areas. Having this integrate with the current transit systems we have well allow for long term sustainability and user friendly services for a world class city that we brand ourselves.
A dedicated connecting station along the future north Green Line and existing blue line with easy transferability for visitors to avoid people getting lost and confusion along the way
Skyline c-trains
Completion date
If passengers to and from yyc international have to change at Saddle Ridge station to get to yyc international ,would not be very efficient,direct to DT Calgary is a must. A line to International Airport ,big plus's for all of Yyc
Since I can't tick more than 3 options on the above mentioned selections following are also important: Cost effectiveness Flexibility to accommodate demand Integration with existing transit system Comfort
Integrating with the existing trains directly connected with downtown. Short time to go and come from the airport is a need
Reliability in harsh weather and not being affected by traffic
Domestic vs foreign workers
Reliability
Be on par with other large cities.
Must be accessible 24/7/365..since flights arrive and depart at all times of night and day. Ideally connected by LRT, but if it has to be short-line APM, it must connect to the LRT system (the "AIR line"?)
Ability to run transit from the airport to major transit connectors 24 hours per day. Expansion of major transit lines to function 24 hours per day or creation of night bus routes.
Integration with LRT system
A few routes in different parts of the city, similar to the 305 BRT, that only stop at a few major transit hubs on route. Even living on the train route in the NW still adds 30-45min to get downtown to connect on the 305 whereas a NW airport line could connect much quicker; also to hubs in the NE.
The mark of great cities in the world lies in their ability to move people without the need for addition traffic congestion. Buses, taxis, and car hires all use the same clogged and dangerous roads. Look at London-City, AMS-Schipol, or even Vancouver. Train service is one of the best methods.
The future!! (City growth, technology)
A city bus that goes to chestermere
Easily accessible from the current LRT lines
Wifi capabilities
Plan for the future, make sure it's expandable if demand increases. Get started quickly, don't sit on this and watch its cost escalate.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Flex to demand, to improve cost effectiveness
Cost and effectiveness from looking at other cities around the world with a transit system to the airport such as a maglev train they have in China
Ease of accessibility from different locations with in the city
It needs to be convenient to use and be reliable, no matter the weather.
Ease of use.
I work at the airport. I get parking provided by my company but would rather use public transit but it's not cost effective if I pay the airport surcharge for leaving the airport on public transit. 8 plus dollars for the BRT. Toronto and Vancouver wave the surcharge for employees making it usable.
Cities that are better connected prosper. Make connections and networking a priority. Nature, environmental balance (ecological consideration) and cost effectiveness go hand in hand.
Having enough space for baggage in the cabin would be so important.
Rail transit connectivity to the airport is long overdue, providing a cross-connection between the Green and Blue lines on the north side would be a fantastic benefit.
Sustainability of the solution. What will supporting it look like in 10, 20, 30+ years?
Make the technology something people will actually want to use. I tried the 300 from downtown once. I will never do so again because it had frequent stops and didn't get to the airport fast enough.
Introducing an lrt in the 96 ave area would cause major traffic congestion. there is not a lot of room in that area. It has been proven that lrt's significantly increase crime rates due to easy access to areas. The system now is sufficient, and introducing new bus routes or such should be considered
Let's move forward like any other cities around the world - technology
NOT taxi or industry lobby groups and NOT politics.
That the airport needs options. The ones that already has, are expensive for the people.
Expandability and innovation. Will the system become stagnant and old in 5 years, or will it have room for improvement and upgrades?
It would be more accesible to everyone going from/to the airport. It is something every major city needs.
The worst part of transit is the long delays between busses, especially when its cold out. An increase in heated shelters would be welcomed!
LRT to the airport end of story Just like every other major city taxis have too much say in municipal politics do the right thing and put in LRT !!!!!
Focus on user friendliness and integration with current transit options. Reliability is important
Cost
Ease of use, efficiency. Make it as simple as possible to use ("KISS" principle) to encourage usage. Minimize amounts of changes (getting off and on to switch modes of transport) a rider would need to make.
I'm also drawn to a Made in Alberta option or Made in Canada option. Opportunity to use more local firms is always a plus provided they meet the first 3
Should be built in Calgary.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>It should be easy and integrated with existing transit. No one wants to take a bus, and then a train, and then another train, and then a bus, and still have to walk a km to get to the airport.</p>
<p>Ideally i'd Like to go from downtown to the airport directly or with 1 connection which can be easily done with a wheeled suitcase. Existing bus seating is not ideal. Also that's a long ride there needs to be seating for those of us who can't stand that long (unlike the new ctrain cars</p>
<p>A clean pleasant environment with light music, Travel pictures from Calgarians and other video media on screens, ample secure luggage space.</p>
<p>I vote NO to just a bus with a dedicated lane. We are Calgary!! We are a great City and we should have great services!!</p>
<p>Love the idea of transit going to the airport. However, wonder about the time efficiency from travelling from Edgemont to the airport. If it takes more than an hour (because of connecting to various transit lines) it would hardly be worth using the transit.</p>
<p>Users should be able to have direct access in the terminals and be able to get downtown without having to change trains.</p>
<p>Have covered stations which are most useable in our winter climate, look to european countries that have excellent rail systems for decades in very similar winter conditions as ours.</p>
<p>These are all important. Please look at being more efficient than what exists so that people will use the system!</p>
<p>I'll use this if it is fast, frequent, and convenient. Connectivity to the C-train network is key and the trains/buses/etc. will need to be frequent or it won't get used.</p>
<p>Perhaps cost, which is different than "cost effectiveness".</p>
<p>normal, non-proprietary payment methods (aka VISA, like Vancouver)</p>
<p>Safety and Security; Speed; Accessibility; Comfort; Environmental effects; Proven Track Record; and, Job creation.</p>
<p>just not a bus</p>
<p>Weather</p>
<p>The technology should reflect favourably on Calgary's aim to be recognized as a technology driven city.</p>
<p>Why isn't a part of the Airport Transit Study being held at the airport where users can put in their opinions?</p>
<p>I'd go with existing LRT.</p>
<p>Short term implementation. Ensuring passengers and their luggage can be accommodated on the chosen transit mode/technology.</p>
<p>Ease of transfer and speed will significantly impact use. Transferring from the CTrain to the 300 and how long it takes is inconvenient enough to deter some use. Having sufficient capacity (especially for luggage) and being cost competitive will also be crucial.</p>
<p>Airport toconnection all over city</p>
<p>JUST BUILD A LINE THAT CONNECTS TO EXISTING LRT INFRASTRUCTURE.</p>
<p>Connect to the c-train. Make it underground where needed.</p>
<p>Easy access to the terminal</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>An idea to build some spectacular extension from Greenline station to the airport is another example of not sufficient thinking by some councillors who just want to waste our tax money just because many cities have one. Sure, Frankfurt am Main, Heathrow, Munich have them, some connecting to intercity</p>
<p>Simple bus shuttle is enough. Already existing shuttles, route 100 and 300. I use 100, it's great because I live 250m from LRT station. 8 times and only me as a traveller No problem connecting at the airport end, the problem is connection between one's residence and the train and you can't fix that.</p>
<p>Why exotics. Bus shuttles, flexible and cost effective. Route 100, pick a flight, call city transit, give them your residence address, time at the airport before departure and you'll receive a schedule and routes. Then report your experience to the council. Only 2x \$3.30 for a fact-finding mission.</p>
<p>Any system chosen should be first and foremost easy to utilize, to encourage people to ultimately use it.</p>
<p>Hear you were changing name from Calgary Transit System at a cost of a million; if so stupid idea. Leave the name alone.</p>
<p>Needs to be as seamless as possible to transit from the airport to Calgary's core - this is a consistent aspect of world-class destinations. Of course cleanliness, safety and affordability are also key. All of the criteria listed are important and it's very difficult to prioritize them.</p>
<p>Serving the entire city.</p>
<p>The biggest factor is the integration with the City's transit network... we should be working toward access from anywhere in the city</p>
<p>I believe the main goal here is the not reinvent the wheel but to use what we already have.</p>
<p>Accessibility and speed</p>
<p>Continuity between different travel modes e.g., people don't have to get on and off multiple travel modes.</p>
<p>Zero or one transfer to get to the Downtown core.</p>
<p>Impact to related surface use and services. Traffic, safety and future city aspirations such as an elevated or underground rail transit system.</p>
<p>Are we thinking about the future? Like 50 years from now?</p>
<p>System needs to be capable of running through a wide degree of weather systems if it is to reliably serve YYC airport. Environmentally-friendly options should be considered. Cars need to be designed to handle passengers and luggage. Canada Line in Vancouver is a good example of one that works.</p>
<p>Like the new train</p>
<p>Quite honestly, all of the features listed are important. None of these factors can be sacrificed for the sake of another. I can't think of other issues at this time</p>
<p>The times when the transit system is available - Calgary transit does not accommodate people with very early or very late flights and it would be nice to see that change. If that means a remote operator (like Vancouver) then so be it.</p>
<p>I think frequency is the most important, followed by operating costs. An automated system that runs all the time would let the city build smaller stations yet still have enough capacity. High frequency would also limit the transfer penalty.</p>
<p>Looking at other cities to see what they have and what they feel that works and does not work</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Alignment and station locations: What do you want the project team to keep in mind as they develop design concepts?

Obviously you don't want to design a transit system that causes more problems than it solves but the airport impacts the whole city.

Limit acquisition of homes and businesses while considering local transportation improvements and connections. Consider all modes and make sure not to cut-off communities from one another with new infrastructure-make pedestrian crossings and through roads a priority.

The Westbook LRT is a cancer in my community. Please fix that before building more crime hubs.

The airport link is more important than surrounding communities. While efforts should be made to mitigate conflicts, the speed, frequency and efficiency of the link is more important if this is to be successful and competitive with other methods of getting to the airport.

An LRT link to the airport is crucial not just for travelers but especially for workers at the airport. Current car use to the airport is excessive.

Maximum ease of transfer to current and future transit services. Such as cross platform transfers (particularly important for those with luggage and children in tow)

Safety features for riders (security) as well as wild life (to minimize animals being hit).

Should connect with the blue LRT line first as that actually exists and so many airport workers come from the northeast. Also could reinforce TOD opportunities along 36 Street NE, especially if this was a branch of the blue line.

Technically you really do NOT need any stops between 96th and 19th st. Essentially you should be able to branch off 96th thru the median... you have nothing but the valley; Deerfoot trail to cross and there is really nothing between DFTrail and 19th to the east

Need c train to airport...like other big cities in world...makes no sense not to link it...will change the volume of ridership and you can pay for it from customers...higher charge

Design needs to be cost effective and realistic. Make it easy to use, innovative yet still easy to use. Allow accommodations for multiple types of people and situations. Use the land effectively. Keep in mind how you can best apply the use of land per square metre; or something along those lines.

Scrap the idea of having the Green line be the LRT link to the airport. Blue line is much further along and can be online far faster. Split Blue line after Whitehorn, up 36st, then make 1/2 of the airport road tunnels for airport LRT. Traffic is not heavy in the tunnel, dual car lane unnecessary.

Future growth, of the communities and the commuter traffic. But most importantly it needs to be as quick to get to as driving but ideally quicker. Have anyone who spent 10 years in Toronto, Montreal or Europe to design it, as they know what an efficient transit system looks like.

Could you at least have shown a map of the rest of the "approved" alignment? This one empty map isn't very informative.

Keep the design simple and make it complimentary to the surrounding communities. The design should blend in not stand out.

Preserve green space and areas that could negatively impact surrounding wildlife.

To be able to complete project on time.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

The integration with existing LRT systems should be seamless. The crossover stations should be immediately adjacent to each other or even included in the exact same area.

The station at the airport should be right within the airport, or immediately adjacent. Long walk times are not acceptable.

Access to the deep south communities is very limited and inconvenient in this current proposal. I believe you could increase your ridership by addressing the lack of access from deep south communities

A station on the east side of Deerfoot seems pointless. If the plan is to use the APM, have it pull directly to the drop off area at the airport. You could build a platform over the current Arrivals/Departures drop off area. More efficient and accessible than a station 300 meters away or more.

My highest concern is it should be easy access to access two platforms at a single hub when transferring from a different train line. It must be easy to transfer to be successful

This needs to connect to existing LRT so that people from all over the city are easily able to access the airport and so that visitors can get to everywhere (not just downtown)

Timeline of the project so that it can be done very fast as this is much needed service.

The open area south of 96 ave and west of Harvest Hills Blvd has huge potential for major TOD development and densification. Also, the area should be designed with potential future access to a HSR service to Edmonton as it is my understanding that the YYC airport owns the land east of the rail track

Impact on existing infrastructure capacity (to and away from stations), changes needed for current infrastructure, and future proofing for expansion.

Will it impact the routing of 301 and morning commuters from Panorama, Coventry, Country Hills?

Increase in noise levels for surrounding communities

Don't impede any road traffic on Airport Trail, 96 Avenue NE, Aero Crescent or Aero Drive.

If it isn't a nearly seamless transfer then people will just drive their cars. I think the ease of use of the line should be the number 1 priority.

This should be a one seat ride to connect downtown to the airport. it should not be thought of as an east-west connector of the green and blue lines.

You don't need that many stops. One in Aurora, one in Deerfoot North. This will help keep costs down. Integration with the Green Line is key. No one wants to transfer as this takes additional time. It should be one mode of transport between the airport and city centre.

user friendly, little to no transfer points

people oriented development that promotes healthy density planning choices - low carbon impact would be preferable

Connection to future high-speed rail link along existing CP rail.

24 hour service.

This path will have minimal impact on existing lands and properties.

The traveling public would be willing to pay a higher fee for a dedicated transit line to the airport so long as the ride time is equal to or better than by vehicle. Dedicated transit lines which are connected directly to transportation hubs do not usually come with TOD opportunities.

Ideally, the airport line would avoid at-grade crossings for safety and traffic flow reasons. Ensure opportunities exist for transit-oriented, mixed-use development at both ends of the airport line.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

The new LRT should follow existing ROW's as much as possible to reduce impacts on adjacent lands.
The most important factor will be connecting the airport line to the Green Line in a cost effective manner so that it provides workers and tourists a fast ride time to downtown Calgary. This may mean abandoning the LRT model in favor of something new like the Automated People Mover.
Innovation and safety.
there is no way possible this corridor could supply the need based on the lack of flow and lanes traffic currently struggle with through this area
Consider the potential to connect with the future NE LRT.
The designs should not have negative impacts on existing communities and should not reduce or negatively effect access and transportation by automobile or pedestrian traffic.
Please keep traffic in mind. With the system looking to run down 96th Ave, I can already picture a disaster of a traffic situation with the double left hand turn off of 96th westbound to merge onto Deerfoot South. That intersection can't handle traffic now, let alone with a transit system.
Stations should include one stop at long term parking outside airport for convenience and utilize park and go to the airport, reduce traffic inflow. certain ride time will help people to rely on the service and plan for arriving at the airport conveniently.
Connection to the airport via LRT is a longer overdue initiative. Design concepts should focus on better integration existing LRT systems to drive usage and provide ease of access/create transit oriented areas that people can more easily and want to visit.
Essential for a 2026 Olympic bid.
Bus service that is consistent and reliable should be a key factor. Calgary transit service is one of the poorest I have used when compared to other systems around the world.
for 96th ave station, have a two layer underground station, one level heading north to "North Pointe" and the lower level heading to the Airport station.
nice stations, plenty of lighting and ease of use
Do not destroy roadways by putting trains down the middle of them or cutting lanes, the train should be underground.
Keep the route to the airport as direct as possible
Why not a new line that runs alongside deerfoot. It could start at cross iron mall, and the new asian mall, go to the airport, deerfoot mall, then connect to the blue line near the zoo
This line has to be the fastest option DT. It's to bring visitors quickly into th core were they most likely will stay
Connect to already available nearest transit stations on blue/red/green lines
The timeline of the project and impact on traffic during construction.
This project should pass near Aero drive, near the Deerfoot/Beddington intersection, which should connect to a station in that area. Businesses in the area have lots of airport connection needs
please make sure that it connecets to the LRT lines at centre street.
We need to consider the future and possible large amounts of international traffic. Large airports/ communities with developed public transit systems tend to use a common flow and pictographs to ensure all people using the system can transit as effectively as possible



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

We are still able to have usable green spaces
Needs to be integrated in to current system so airport to downtown takes no longer than 30 minutes
I think an APM from the airport terminals to 96 Ave NE LRT station as a connector is the best option as it provides a direct link to downtown Calgary and existing LRT/bus network.
Minimize street level crossings with road traffic so as to not increase road travel times. Having a rail line in close proximity to 96/Airport Tr will result in traffic flow interruptions similar to along 36 St NE.
Accessibility
what the next expansion will need to build on efficiently
In what century this will be done as it has been put off for so long now that the design concepts will be too old to use when it does happen.
Currently the area of Harvest Hills has great connections through the BRT and regular buses. The new design needs to improve what already exists without taking away from the connectors we have in place. Consider the needs and safety of the people who live in this area too.
C-train airport access or don't even bother nobody wants to take a bus from the airport, you will not increase ridership with a bus
Build an LRT to the airport
Build without having to remove existing businesses.
Do not use the airport tunnel as a constraint. The LRT connection does not necessarily have to go through that tunnel (more of an excuse than a reason). Most of the population lives west of that expensive unused tunnel. Extend the blue line to door of airport NO shuttles.
Make the route direct, faster than traffic, and well connected with existing service.
The biggest concern for me is ride time. If patrons are going to take more than an hour to get downtown, then that may diminish ridership.
Harvest Hills and the noise and increased person traffic.
Passengers will likely have luggage with them - they need to be able to exit the station and access the airport or vice versa with ease, even with multiple bags. Also, airport employees need to be able to efficiently access the airport etc. so it's a benefit to take transit instead of driving.
Reduce # of transfers to get, for example, from downtown to airport. Also, could create a hotel/restaurant/shopping village arranged around a water park anchored by a station at 19th street.
Ease of use for consumers
Create the most efficient and effective routes to cut ride time as well as construction time and cost
Enable healthy growth and development. Prevent wastelands from occurring around stations and corridors.
work with the developers to make sure land uses are compatible and well planned
more seats less standing room
Fastest route possible
Integration with existing LRT systems and station locations is paramount. Also recognize that for many visitors this will be their first glimpse/interaction with Calgary so it should be efficient (cost and time).



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

It should be integrated with the Green Line LRT, and if possible the Blue. Additionally, thought should be put towards a future circle line.
as little impact as possible on Nose Creek Parkway
Ease of access for parking and access from main roads.
Keep residential and commuter impacts to a minimum.
Automate the connection from 96Ave station to airport. In the future it can be integrated into an automated LRT system
Ease of use and connection to the airport (quickly).
I'm sorry, have the LRT station integrated right at the airport building --integrated like they do in Toronto, Vancouver, Frankfurt, etc. stations. Be sensible and BOLD about this. A person seamlessly steps from airport terminal building, goes up an escalator, pays and jumps on the LRT train!!!
Making fewer stops between the Blue and Green lines would be best, focus routes out of the main transit areas. That said, also have smaller feeder routes through the area and don't rely on the Study line to provide exclusive service
Make it usable, especially by those who will likely be using this if the Green Line isn't built by the time this is.
Ease of access for passengers and limited weather related impediments to the transport vehicles (icy inclination, stopping)
easy walk or park and ride from harvest hill
Fast direct access to downtown without transferring trains
just build a world-class transit system correctly the first time. Plan for the future, not today.
When choosing noise mitigation use earth berms between houses and C-Train lines, earth berms are the most effective at attenuating noise. If you provide large numbers of free parking more people will use the C-Train. I hope it is possible to have a Train travel to NW so no transfer is req'd to YYC
Airport access via transit should have right of way no matter what. Transit riders enroute to the airport have strict timetables to meet, and a transit system that has to yield to local traffic is counterproductive to its purpose.
This should be the city's major priority. It's a basic requirement for a world class city. Build it. Charge 15 to 20 per person to recoup cost. People will pay it.
I don't want trains blocking cars when they pass by because it slows down traffic.
2 stations west of Deerfoot to connect with the green line and serve the aurora business park. One station east of Deerfoot before the airport to serve the hotels and businesses on that side
Because it goes through the Aero Drive area, there should be a stop to encourage employees from the many warehouse businesses in the area to use public transit
This is pre-supposing that "Train" or "PEople Mover" is the ONLY option. However, Buses work just fine if the stations are comfortable, fares are understandable with various payment options and direct/fast connectivity to downtown is available. current 300 doesn't achieve this but it could.
Don't worry about the areas around the train station. Build it as quickly as possible.
Business will develop around the line if properly designed. Needs to be a seamless transit experience from a user perspective without the excessive incremental cost of the current bus arrangement.
Transit orientated development will enhance ridership.
Should NOT have to transfer connections to downtown. Should be like Vancouver's Skytram direct and fast.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

PUT A BLUE LINE LRT EXTENSION TO THE AIRPORT'S DOOR / NO MORE SHUTTLES AND TRANSFERS WHEN PEOPLE ARE PULLING AROUND LUGGAGE TO GET TO THE AIRPORT. MAKE IT EASY FOR THEM TO GET YOUR RIDERSHIP UP

All of the above... and integration with existing transit routes/systems. Accessibility is also key for luggage/airport travel.

Please ensure that it promotes a safe and effective means of getting between the downtown and the airport with minimal interaction with existing traffic. Short commute to and from the downtown is paramount, otherwise it won't get used as much as it should. It must be attractive to business people.

please spent our money on the right people and tech to get the job done efficiently, not like those transit pay card project that r still in limbo because of those freaking slackers and corrupt city councils like Joe Maggolia.

I would like it to be a train and connect with the neighbouring community if possible while making it quick for other communities to access ie..LRT line that connects to downtown and other lines.

Since the Green and Blue lines are different technologies, the airport line doesn't need to match either. Integration with the Green and Blue lines is critical so that travellers are not out in the elements and not waiting excessive amounts at the transfer locations. Think convenience.

Must be ctrain stop

Making the journey from any point in the city as easy and as efficient as possible. Ie. Minimal transfers and time spent commuting.

We need a station at the airport with an option of a 'fast' train taking you to the downtown along with an option of connecting into the existing north Blue Line.

I think a mode needs to be chosen that gets passengers as close to the terminal as possible and as close to the c-train stations as possible.

How the train can drive through the blue ring; how the train can service the City centre better for business travellers - people want to go downtown NOT to Harvest Hills. (seems like a detour)

I also feel that the train should stop at DeerFoot Mall and up into where FedEx, UPS and Purolator is then to the Airport

I am not very familiar with the area so am unable to comment further

We live in Dalhousie. There has to be an efficient effective way for NW customers to access the stations that will provide access to the airport.

Airport to downtown core is a priority multiple stops along the way is ok BUT you cannot change trains !

Ensure there is a choice to go to blue or green lines from airport. Maybe have two lines at the airport with blue and green each.

Parking availability. There needs to be options for people to park for long periods of time without disrupting current transit parking availability.

If Aurora Business Park is really going to be a huge employment hub the airport link should be placed as far south as possible to maximize the value to people using transit to get to work and minimize the walking distance. Integrate the link with the development, don't put stops along 96 Ave.

Ensure passengers can transfer from existing LRT stations with little affect to road network. Through use of tunnels or bridges for passengers.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

That it is not just to transport people to the airport
Value for Money
Please consider options other than running a train at street level and impacting intersections. Don't repeat the mistakes like that of the Blue line on 36 Street NE.
Ensure it doesn't dramatically worsen driving times in existing roads due to new intersections and stops. Example: use under/over passes instead of controlled intersections.
I would like to see integration with the red line; currently necessary to go downtown & transfer to 300; I don't see any change here
It has to provide an affordable option of travelling to the airport comfortably, with luggage, and quickly.
Minimize environmental damage to the Nose Creek area.
New offices and public gathering places
If a line can be built to start the "people moving" without connecting with other platforms immediately, can we set up something independently with plans to integrate later? Shuttle between existing stations to the new line. Use open areas where possible (e.g. Stoney, Deerfoot, etc)
Speed, connectivity to existing transit, connection to downtown, immediate construction. high frequency, and proper layout. Just forget the costs - the transit fares and advertising sold will pay for the costs of construction, besides we are a "petro state with petro dollars"
Minimize hassle for transit users to get to the airport.
a detailed partnership with the city road division to amalgamate any city road. sewer.electrical/water works projects to reduce the amount of other dep'ts working in the areas affected by construction of these lines.. Far too often there is zero communication between dept's to ease concerns
Continue to developer LRT in areas that need it - integrating much needed lines into airport
While better if integrated, always head toward the core. Visitors are very fussy about not heading away from where they are going. Minimize number of stops as much as possible.
Make sure it doesn't affect car traffic. Also make sure it runs frequently
An experience that is accommodating to its users; namely, a focus on a long-term solution that makes this link viable for non-airport users
just get us to the airport easily! For heaven's sake - we are one of the few major cities with terrible public transit to our major international airport!
Should link up with existing transit stations to the east, NOT in the other direction.
The possibility of using underground tunnels.
Ease of use, safety and create a good first impression of the city.
Just build the damn thing
Connect to the ctrain Line.
Logical extension of this alignment west onto Country Hills Blvd right of way. City should do these studies (OMF, etc) for future LRT lines on Shaganappi-37 St SW, 16 Ave N, 17 Ave S, Glenmore Tr, so land can be set aside as was done for current LRT. Include LRT in off-site levies for development.
Don't make this another spenshi project



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Easy to use and practical so it gets used a lot
Can they not take the green line or the blue line to the airport? Instead of building an extra line. Most international cities have a line that takes you directly to downtown. If there is going to be a stop in between then the usage will be less as commuters will have to move their bags over.
Be innovative: ie. Automated LRV to keep future Operational Costs down. Demonstrate a dependable and available source of electricity; with the Province cutting back on existing power source Where is the electricity going to come from?? Develop successful renewable power sources to justify project.
The project team should keep in mind that the future of Airport Trail and it's surrounding areas. It should be safe, easy to access and most of all efficient from station designs to station designations so that the stations are relatively spread out enough but also hit the higher density areas too.
Communities of 19th Street, and vista heights are not show. On this map, and this construction is set to impact this neighborhood. Need more info on what is going to happen around this area.
Park and ride congestion, neighbourhood short cutting. There is only one way in and one way out for vehicular traffic.
The time it takes to actually get this up and running
Based on the map the transit line passes through a wetland and Nose creek, they play a significant role and should have minimal impact.
Rotate the blue ring so thag the train can pass THROUGH it, it would make less people mad about a giant uselss blue ring.
Not have a design concept that interrupts current traffic flows; I.e. new train line crossing a road requiring railway gates and traffic stoppage for a train to pass.
Make sure to place stations where people would actually use. Don't place a station in the middle of nowhere and expect people to get on/get off there.
The airport line should not have many stops. It could be something like Union station in Toronto)
The design should emphasize efficiency of travel time and maximize possibilities for connections.
What about a hub/connection to accommodate a long-term commuter rail service btw Cgy and Edm (or Airdrie) in the interim. Possible connection south of 96th ave and west of Deerfoot (along the rail line) to serve east end of the city's employment campus and provide a direct access to downtown?
This should be going up 36 street to the airport. There should be an additional stop for the airport or a separate train that deviates from the regular line. This is a no brainer. Need one for servicing Nw too.
Avoid this type of connection altogether. Use the existing Blue line with a spur to the Airport. Use bus service between the Green line and the airport. This minimizes the number of changes required to reach an airport final destination and maximizes flow through the downtown core.
Future extension. Blue line to Red line via Airport. (NE to NW) . Construction timeline.
This is a multigenerational asset... The alignment won't change for over a hundred years - build a line that works well even if it costs more on a discounted cash flow basis.
Future connectivity with blue line and red line. I shouldn't have to take a train downtown or take 2 (or more) connecting busses to get from saddletown to crowfoot.
Keep Envirnmntal effects to a minimal level



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>Convenience and cost. As someone coming from the Heritage station area, would it be convenient or cumbersome to take a train to the airport? Luggage storage area? I would love to take the train to the airport, the question is, is it convenient?</p>
<p>Calgary is years behind, what is done now needs to be done quickly but with the future in mind so we can stay current as Calgary grows and continue to meet increased demand in the future.</p>
<p>Train station has to be in a good location where it is accessible and should be well integrated with other lines especially the blue line to serve the suburbs.</p>
<p>Green space. Accessibility. Noise pollution.</p>
<p>The transit system should be incorporated into these existing communities with safety as the main priority. Furthermore, enhanced signaling should be given to transit vehicles in order to reduce commuter delay, reducing delay is multi-layered. Having good transportation = better Quality of Life</p>
<p>Ability for transit demand beyond airport. E.g. a mall, schools, rec centres, hospital, etc</p>
<p>The LRT needs to be connected to an existing station on the NE line as soon as possible. Literally every other major city has LRT access. Calgary acts like one, but missing amenities like this hinder tourist/visitor/resident airport access to the city.</p>
<p>As one who lives in the area, I prefer not to have a transit shelter that is a hangout.</p>
<p>Building stations along the west side of Deerfoot and north side of beddington trail. Less need to have to buy out land and space to construct the LRT green line.</p>
<p>Use as much of currently protected ROW on west side of Deerfoot as possible</p>
<p>Elevated system when it nears the airport and either underground or at-grade once it reaches into the nearby suburbs.</p>
<p>I trust the time of commute will be fair, judging by how effortcent Calgary Transit is... however the cost of the project and time taken will be crucial for me.</p>
<p>Avoid creating/having the addition affect traffic</p>
<p>Lots of crew from airlines live around the airport, some do not own a car and currently take transit. You should keep in mind accessability from surrounding communities. As well as the current lands used for dog parks and green spaces. We NEED to keep those. They are one of the few around this area</p>
<p>The Nose Creek area should be preserved. Is there potential for a BRT line to connect Crowfoot/Tuscany c-train stations to both NE lines, while also accomplishing this? Doesn't need a dedicated bus lane, just minimal stops for faster access than connecting through downtown.</p>
<p>How fast it is</p>
<p>Opportunity to increase traffic to local businesses. A place to enjoy a 4 hour layover. Somewhere where Calgarians can enjoy some time pre/post flight if waiting for a ride.</p>
<p>Can the giant blue ring be removed during construction?</p>
<p>Create a more interconnected city by tying the various transit routes together.</p>
<p>Make it possible for people to walk there easily. So many train station designs in Calgary are not designed well for those with less mobility, such as escalators that only go up or having to walk up then down into a station. I'm not doing all that with luggage.</p>
<p>Seperate bus for redstone community or extended blue line to redstone community. Must Must Must. So much crowd in 145 number bus and low frequency. Have to wait for 30 min for a bus to redstone.</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Always watch the impact of environments
Look to Vancouver to see how to do this right. Their system is fantastic.
The creek and its surrounding landscape are an important wildlife corridor. Please do not disturb them in any way.
SHOULD NOT HAVE TO CHANGE TRAINS TO GET DOWNTOWN!
Please keep the customer's experience in mind during design. A great (easy, fast, comfortable) customer ride experience will encourage ridership/ usage and make this a success.
Try not to ruin the environment please
Ensure that there is no negative impacts to vehicle traffic from the airport. I.e. a level crossing at the Deerfoot / 96th Avenue interchange would be massively problematic for all of the southbound traffic coming from the airport. That interchange is already incredibly hard to use due to back-ups.
Train rail would avoid time loss during traffic hour. Possibility to reach the airport from the blue and green line would increase accessibility
Noise on residences; ability for vehicles to pick up / drop off riders;
Efficiently getting people to and from YYC. Period.
Place stations in areas that are accessible and allow access to businesses around the airport also.
While it is important to serve the local community, the speed of the service is very important and making local stops will hamper that.
Nose Creek is a small but important Bow River tributary that is already badly affected by development (sedimentation, pollution, AIS). Please don't make it any worse for the watershed and wildlife that use it.
Look at working designs (e.g. Vancouver) and improve on them.
It would be nice if there would not be any street level crossings for the train line, in an effort to reduce pedestrian and vehicular traffic.
It would be nice to see a transit line to the airport that serves more than one or two areas of the city - it shouldn't take people an hour or two to get to the airport because they don't live directly on the transit line.
Having small stations along the route would increase the usefulness, as well as leaving the provision for a future rail station in Nose Creek. The airport should also consider offsite airport parking, car rental, and access to convention facilities in development.

Do you have any concerns about a future Airport Transit connection between the Green Line and Blue Line?

Nope, the bridge for cars is underused

Travelers going to the airport with their valuables will not feel safe traveling through the northeast part of Calgary. It also doesn't look good for first time visitors to have to travel through the ghetto to get downtown

I think it's needed if Calgary wants to be considered a world class city and grow its tourist economy...business travellers are happy to take a cab but tourists aren't expensing their trips. My concern is that it won't connect well to other transit network making too many transfers to be useful.

It's a good idea, but should really focus on tight alignment/integration with the existing system. With the right technology and speed, it doesn't necessarily have to share the same technology, but a transfer needs to be really well aligned and thought out



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

No
I want it to be more connected to the current train gris the. It currently is.
It needs to be simple, fast, direct and easy to navigate. We want visitors to have a good first impression of Calgary!
No concerns
I am concerned that the current plans will not provide adequate access to the LRT from the central-northern communities nor in the east
ability to provide a high frequency, reliable and short travel time service to reduce stress on travelers. Appearance and first impressions are important to visitors
That the priority for a rail connection should be from the end of the blue line rather than contingent on the construction of the green line.
Why does the ctrain not go directly to the airport?
The airport transit system needs to reach as many customers as possible. Start up North where its close, but move it to the expanding south in the future. The most cost effective idea would be to integrate into the existing rail system. This would maximize use of the existing infrastructure.
Model after Vancouver. They split the Canada line for downtown core access. Split the Blue line off of whitehorn for quickest airport access. Green line integration means 15+ years before airport LRT is online. Unacceptable.
No, it's a great idea for airport workers & travelers alike.
Despite its cost savings and flexibility, I think selecting BRT will miss the boat in terms of visitor experience, and would actively harm Calgary's aspirations to be considered a world-class city. Please consider these aspects in your decision.
None, I think that all transit lines should be connected to the Airport. It's the one area in the city that's never been looked at for potential access.
My understanding when City argued successfully that new runway required a 96th Ave connecting tunnel; was that one of the key drivers was that a future airport direct LRT link could be accommodated in the tunnel. Need clarity as to whether LRT line was part of tunnel design. If not, why not?
Must be cost effective, efficient, integrated, seamless (as possible), weather tolerant (proven),
My main concern is I'll be too old to use it, by the time it's built.
To maximize use you should be able to get to the downtown corridor without switching trains/vehicles. Below grade crossings or elevated tracks should be used to minimize impact to existing traffic and speed commute times. Examples of excellent public transit seem to keep transit & traffic seperate.
No
LRT, please.
Impacts on the Nose Creek Watershed
Yes, I do not like the Green line, but as it has been a go, then I think it better be linked to Airport asap
Does the population in the area justify a connection directly to the airport or would most of the riders be coming from areas that could connect to the blue line downtown? Unless there is a major transit oriented development planned at that location I'm not sure its justified.
I would prefer a solution similar to the Canada Line going to YVR from downtown Vancouver. Where every second train has a different destination, but you don't need to get off and transfer to a new train. You simply get on the right one and it takes you to the proper destination based on your choice.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Separate lines that require transfers between train cars just to get to the airport
No
I am worried about the connectivity itself and accessibility from other parts of the city. Also, I feel that this project might take over a decade to be built as modern transit projects in the city are taking forever to be designed and then implemented.
The line and it stations should be designed as simply as possible to minimize cost. However, I believe it is important for stations to have convenient and safe access points/pathways for cyclists and pedestrians that w
The airport link stations should be designed with simplicity to minimize cost. However, I think the stations should have lots of convenient and safe access points for cyclists and pedestrians in order to maximize the potential for residential/commercial densification and reduced auto usage in the NE
Timeline of completion is concern and the overall cost
Leaves people in the far NW (redline) without fast access to the airport, all LRT's route through downtown making transfers to other lines slow, and current LRT's are not equipped to handle travel luggage.
Don't tie it to the Olympics, this was promised for the *last* gaddamned Olympics
Straight south from the terminal, I see there already is space allotted for an LRT line that's goes se from the west jet campus. Tie it into the 36 ave blue line so it can quickly get you to the downtown
What about a line that brings airport to the ctrain station only?
Extra capacity impacts on the transit system at large and around transfer stations. Ease of paying the fare for the ride (both online and at location - terminals and transfer stations, ability to pay the fare through the current transit terminals at every station)
Yes- timeline. I would hope to see this project done very soon, as individuals who do not have a car or access to adequate low cost transportation have an extremely difficult time getting to the airport. Will the connection between the green and blue line be clean, safe and secure? ihope so
Ensuring to integrate new technology with existing transit infrastructure is integral, but also ensuring a "transfer-less" ride for passengers is critical when most of the ridership is expected to be airport-related. (Checked baggage, baby strollers, etc.)
My only concern is it won't be built sooner. Traffic to airport can be bad and will only get worse.
Timeline - it should be built sooner rather than later.
That it won't get built. This is desperately needed. Also, lets be real, connect to the Green Line first. Do we seriously want tourists to take the Blue Line along 36 Street as their first sight of Calgary.
need to acquire adequate lands to ensure access and user parking are available
no this is long over due, options should be considered as well for better transit connections for the south end terminals at Palmer road
No - just please don't cheap out and utlize BRT and put a real LRT connection to the airport
No. Great idea.
n/a
It's needed badly for all employees and people travelling to the airport extremely high costs to get there and also to park there
No
Yes. Will there be room for luggage on these transit cars?



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

I believe it should connect to the greenline as this path will have minimum impact on existing buildings or structures.
Biggest concern is the Taxi companies having input on the schedule. Transit to and from the airport at YYC is appalling and it's a problem that needs to be rectified. All efforts should be made to make a decision that works to give people realistic and affordable transportation options.
No. I welcome it!!
construction causing a lack of flow to the the existing time lines of these communities
This is likely going to enhance the ridership of both area. Changing the zoning around these area to increase population density is likely of benefit.
The design must ensure existing traffic routes and roadways are not negatively impacted.
While I agree transit connection to the LRT makes sense, it doesn't need to be an LRT (which is expensive). Cities like Toronto, San Francisco and Newark are already good examples of having to get on and off people movers to connect with larger/more scalable transit options.
I support automated people mover as it's been served successfully in Metro Vancouver. Cost saving for operating cost that will count for another 30 years or more of this project.
-
Transit to and from the airport should be affordable and seen as a preferred choice of transportation. Routes should be reliable and timely, as delays can costly; missing a flight, etc. The line can start from existing infrastructure end of Blue Line, but a route directly to the core would be ideal
Great idea - this is a need as connectivity to airport is key to boost commerce and trade
I'm just curious why a large city like Calgary doesn't already have trains going to the airport. Before the greenline is built north of 16th Avenue please put a blue line extension on asap.
No
No, I welcome such an idea. We try to portray Calgary as a world class city, but it seems some of our current councillors have small town mentality and block ideas necessary for our city growth.
Homeless people or criminal activity occurring at stations. The line should be high capacity and tie in smoothly with existing infrastructure. Do not sacrifice roads for transit! Trains should be underground, not in the middle of roads or reduce lane numbers.
Efficient transition between lines
No, I think it's a great idea
That it's not very direct to downtown. There should be a new line that goes straight to downtown
No. Get it done as soon as possible. It's insane that a city like Calgary has no direct link between the airport and downtown. Buses are NOT an acceptable level of public transport for the airport.
The Green line development is very limited. I live in Huntington Hills and was hoping the c-train would finally come up to my area.
None.
Concerned that the transit line will terminate too far from the terminal because of existing infrastructure. How will passengers get into the terminal? Requiring transfer from existing lines to airport line will complicate and slow the trip unless well coordinated.
Make it efficient between both the green and blue lines so people will actually want to take it. I don't believe a bus will meet that goal



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

can this be done soon.
Eliminate the contract monopoly that Allied Limousine/Associated Cab have at the Airport!!!
It would help Calgary be comparable with other world-class destination cities in terms of airport accessibility, environmentally friendlier transportation options and traveller convenience. The sooner the better, in my opinion.
The system has to be faster and more effective at moving people from all corners of the city to the airport in a rapid and effective manner as possible. If I live in the SW corner of the city, it take a bus ride, train and another bus with a separate fair, it's easier to drive...
Saddletowne station is very crowded with parking during the week days. The parking is spilling over into the neighborhood. Some of these are from outside the city. How will parking be addressed
No concerns
Mainly that I hope the trip will be seamless from downtown. If we want to be a world class city, we need a non-stop, no transfer option from the airport to the centre.
Would definitely like to see the Green Line fully extended to North Pointe along with the rest of the route.
If this will ever happen as these lines have been put off for so long now it has become a joke for a Green Line to the north. The Blue Line will just be an extension so will be done before the other one is off the design board.
this has been needed for a long time now! The sooner we have direct access to the Airport , the better. Transferring to buses is too cumbersome. We need a single solution.
I believe that the LRT should connect directly to the airport, rather than just having a BRT bus go there. I hope that the city will work towards that goal, while still attending to valid concerns such as economic and environmental sustainability improvement of traffic flow and such.
I look forward to a time when the airport is accessible by transit from hubs where many people work and areas where large numbers of people live.
Concern about direct downtown to airport without transfers.
too much stress on an unwanted green line by communities
We need a better, more current way to get people and guests of our city to and from places all over Calgary like they do in Europe and Asia. Faster, cost efficient, cleaner, and safer. Improve our fare system.
No
No concern, just build an LRT to the airport already!
I currently bike to work at the airport but I would definitely take transit in the winter if there were more late night service (up to 2am).
It is taking a long time to build out the Green Line.
I worry about existing bus connections to this area. Will a bus loop be added in the area to accommodate this flow of people?
The blue line should be extended and go directly to the airport if you are building a LRT link, and not another shuttle transfer. Replace the transportation chair if he has no smart vision (Keating).
This is an essential connection to city Public Transit. The Airport must connect directly to C-Train lines (i.e. not rely on shuttle bus service from Airport to a station).
Fastest commute times



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Alignment of train times between lines - will one arrive at the station immediately after the other departs meaning I have to wait 15-30 minutes for the next train? This would have an impact on my commute, especially in the early morning or late night.
Needs to be comfortable. The people mover at YYZ is so bumpy and uncomfortable.
No
The Blue Line seems to make sense as it's closer, already in place and doesn't have to cross Deerfoot Trail.
No real concerns other than the usual for a project this size - namely, blending the current LRT system with this new addition in the most efficient, cost-effective and user-friendly manner possible.
Need more information
No, this is brilliant
Potential travel time due to Indirect route and connections
Just that it will be unnecessarily complicated - please consider the customer when planning this. Consider the ease of the journey for all those that will need to take it.
would love to see the airport train run to downtown if possible. make it run fast go high in the air when building to avoid interaction with traffic. make airport run an Express train every few hours or so and back
No! I think it's a fabulous idea. I always drive or take a taxi to the airport but I would 100% take a train if it were built!! All world class cities have trains from the airport to downtown!!
It needs to integrate easily, be quick and reasonable in cost.
Yes, no connection with red line
No. This will help us become a world class city, creating a better airport and in turn, a better economy for Calgarians.
My only concern is inaction... this should have been completed before even considering the new green line!
Train to airport needs to have operating hours that would accommodate arrival times before flight to be able to get thru security in time for departing flight and ability to use train when using red eye flights back into the city.
Time it would take people to get downtown from the airport and vice versa.
My concern is that we might be over-analyzing the data on current ridership. As someone who lives downtown (without a vehicle) I would have visitors regularly use the train who today need to take a taxi (or I rent a vehicle). It may be a leap of faith, but don't forget about other possible riders.
No, other than I believe this is something that should be highly considered, with how much more people are accessing the Calgary Airport. I think it'll only get busier > maybe look at what Vancouver has done, regarding Airport access.
Connections are key. Not worth waiting for or using if anything less than excellent. San Francisco BART goes from airport to wharf on one train. Not sure spur line proposed will be the right thing if connections of any kind are necessary -- at least for me as a resident.
I have no concerns about this proposed development except that it gets completed. We are purporting to be a world class International airport. This can only be achieved with a train connection that allows travelers to safely get into the Downtown core.
Just get it done. Now.
Major concerns: - The amount of time it will take to get to a finished product due to bureaucracy - Potentially cutting corners with the end resulting in a cheap product for both the Airport Connector and the Green Line



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Mostly just the time frame - I imagine we will be at least in the mid 2020s before any of this happens, especially as the north got ripped off with regards to the Green Line (hardly going anywhere north out of downtown.)
Public Transit to the airport is long over due. I'm excited to hear about the project.
Just don't make it a bus.
There is too much high quality infrastructure in the NE going nowhere. 96 ave connector and northernmost blue line stations are examples. Mothball what is waste and sell the circle that is mislabelled art and build where there is demand, ie the airport. Single train service to downtown is need
Yes, that you will once again do a shoddy design b/c it's the N.E. - the existing Saddletowne line would have never been passed in any other quadrant.
Don't follow the initial Toronto effort and price the tickets beyond what people would consider paying. This is going to be important to the infrastructures bottom line going forward.
No. Must be able to connect to the planned LRT line and be able to get from airport to the rest of the city
Make sure it is easy and convenient to use. It should serve air passengers and airport workers.
The areas that are to be serviced are still quite undeveloped, but are rich in jobs. Fast, reliable, and extensive service should be prepared if not integrated immediately. Transit service in the residential communities connecting the areas to the east of this project is terrible. Drivers! > robots
If the station is located too far from the terminal (e.g. on, or just off Airport Trail) it may negate any of the benefits of such a line and negatively effect ridership. Similarly, if the connections at the two termini are not sufficiently convenient, it will negatively effect ridership.
No concerns at all. This is one of the most logical public transit options to build in Calgary.
My only concern is that the City has to ask for the answer to an obvious question.....there should be a train, automated or otherwise connecting the airport to the rest of the city. It's all the same issue as getting the tax base to work, and getting people out of their cars.
Easy, level, across the platform connections would be ideal, especially for those travelling with luggage. Up, down and via long ramps or stairs would not be a good thing.
Additionally, before this goes to a permanent mode, a direct non-stop airport-to-Blue Line bus should be implemented.
No, I live in the NW and this would be useful to go to the airport and also the NE
Yes, I do not want my taxes to go up!!
It would be great
Simply, I think it just needs to be done.
No. Just make it easy to connect to the train system.
No, I think this is an excellent idea.
I have no concerns. I am truly excited and hopeful that the City can build this piece of infrastructure as quickly as possible.
No, and make it a priority
It should be connected to line going to downtown, do not make people get off a train to get on another train to downtown. Also provide option of taking train from YYC to NE line then down to downtown (the NE line should be extended to YYC).
A transit system connected to the airport must be able to travel to and from the airport in a timely matter, and be able to carry higher loads of riders and luggage.
I would like to be able to take a bus from Dalhousie or crowfoot to the airport



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

That it won't be soon enough
It should be an Automated People Mover.
It needs to be built faster before I retire in 35 years.
No this is a great idea!! I just hope you use the low floor lrt and link it with the green line as opposed to extending the blue line with its old technology
They connect or at least within walking distance of one another.
option 1 - I would prefer a train that takes you from the airport, down deerfoot, to downtown to a central station. option 2 - make the airport one of the stops for both the blue and green lines.
It would be great to have C-train access to the airport terminals.
Must have a fast way around if there is issue. Take the last few days where some wAs hit downtown and the train could not run
Will never use it. Transit is too slow, and for my family if 5 it's better to drive.
No. It's brilliant.
Just use buses that delivers direct service from airport, to 96 ave station, then to downtown. People don't like to transfer with luggage, so allow the option to board one bus to get downtown rather than forcing transfers from one fancy technology to another train system. Example: Montreal.
No concerns, great idea.
Providing public transit to YYC is very important. All major cities have transit to airports, Calgary needs to get this done.
If the transit lines connected I would take the train to work
Yeah the blue line connection is stupid and a waste of money. It should be done 40 years from now. The green line connection makes the most sense because once you connect to the Harvest Hills station you're very close to downtown which is where most people will be going.
I am concerned about the taxi and parking lobby and the negative impact this has on development of this infrastructure. Current low utilization of the airport bus route is due to high incremental cost and connectivity hassle.
The speed and convenience are the most important aspect so ridership justifies the construction costs.
Yes, need it now, a modern city requires it.
No
THE BLUE LINE NEEDS TO BE DIRECTLY EXTENDED TO THE AIRPORT, NOT ANOTHER BUS OR SHUTTLE IF YOU WANT PEOPLE TO USE IT AND ACTUALLY ENJOY IT AND WELCOME TOURISTS TO THE CITY (DON'T MAKE IT COMPLEX FOR THEM TO NAVIGATE - HOP ON AND GO DOWNTOWN ONE TRAIN).
Must be easy to get from main lines as people will have luggage. Priority should be to get to airport from one of the lines to have access as early as possible
Minimizing environmental impacts should be a top priority.
would have been nice if the blue or green line was initially designed with the airport in mind.
No concerns. It makes sense to do this, which reduces road traffic.
No
would be great if you could take the train from downtown to the airport If you have top transfer , it would be nice to stay withing the train station to catch a second train to the airport



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

I'm concerned this project will keep being pushed into the future, we should get it done ASAP and get some cars off the road and better connect the airport to the city, especially if we go for the Olympics.
Why Red line is not in the link? People there pay taxes too, or is it not enough to buy the corrupt city our say?
Connecting the airport with train links is imperative for a world-class tourism destination - this should have been done years ago.
My understanding was that the airport tunnel was built to accommodate a future train line. So we already have infrastructure in place to build it, there should be no Green Line option.
I'm concerned about this project not proceeding because of certain interest groups. I'm on the younger side (33) and grew up in Calgary. For the long term future of this city I feel this is a vital project. Canada and Calgary are projected to grow for some time to come.
I would be concerned that it's not planned well enough, or a cheap good enough solution is built. I would like to see a world class public transport system leaving/arriving at the Calgary airport. similar to the Vancouver airport or European cities (train or metro connects to airport).
To be useful and used, the connector has to be convenient and quick. Also the Green and Blue lines need to be fast as well. The timing for transfers needs to be short. The transfer locations need to be indoors so travellers are not exposed to wind, rain, and snow.
We need reliable schedules as airplanes don't wait for trains
Should have few enough stations to make transit time quick to airport.
Very concerned that city will be short sighted. This needs to be part of ctrain. Look to Minneapolis for success story. Safe, attractive, fast and forward thinking.
When will it be done? How much does it cost? For airport employee, any benefit for them to use the transit to go to work?
This needs to be near top priority. It is evident that there is a shift in perceptions of living in central locations throughout socioeconomic classes. The main reason is convenience. This needs to be supported by efficient mass transit systems that diminish then need for automobile infrastructure.
That's a long time to wait for airport transit. Is the mix of airport transit and connecting two lines the best solution for speedy, efficient and effective airport transit?
NO. Make it happen. I have lived in major cities, and interconnected systems are a must for growing and large centers.
I think the focus should be on stretching the current NE train line to the Airport - not connecting to the green line (focus green line SOUTH). If the train line is focused on the blue line north from McKnight, ridership will increase due to the multiple business on Metis.
Parking Issues for example if one is just grabbing a day flight to Edmonton will they park & jet
Concerned that this project has priority that it should not have. Calgary transit consultations are a sham because they pretend budget constraints don't exist and are actually designed to justify an outcome. Finish Green line N before you move on to a "cool" project that Calgarians don't use much.
I will be happy when a funding timeline and commitment are reached following the completion of phase 3.
I am concerned about the lack of connection with the Red Line. We would not go downtown to catch a train to the airport. Is there going to be a good connection to the Green Line?



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>This is expensive and not likely something a city of 1.2m can afford. We can't compare ourselves to other hubs that have a large enough population to support. Additionally, how much ridership can we truly expect if a transfer is required to get downtown? Will a business traveller really use that?</p>
<p>How will this connection exactly work? How far from the airport entrance will it be?</p>
<p>I'd like to see both lines end at the airport. Gives people a choice of which line to go on.</p>
<p>No but it needs to be cost effective and convenient to use to be worth the construction. Many people will be using this instead of cabs or the existing park and ride from outlying communities.</p>
<p>The link must have speed, service frequency and TOD integration that makes it far superior to the Route 300/100 busses in use today. If this can't be achieved we might as well just keep the current bus system in use.</p>
<p>Integration with Green and Blue lines is in my opinion critical. Minimal distance for connecting to either line would be ideal.</p>
<p>No. I think it's a great thing to plan for.</p>
<p>I like the idea!</p>
<p>Can bike paths be made along the lines? Will bikes be able to ride. Ideally, I think public transit and bike paths should allow sub 30 minute commute times from/to anywhere in town. That goal isn't scalable with roads/cars (at least until automated vehicles/lanes are a thing)</p>
<p>I think integration with existing transit and stations is the most important part</p>
<p>Backups on deer foot</p>
<p>It has to provide an affordable option of travelling to the airport comfortably, with luggage, and quickly.</p>
<p>Noise concerns for residents of the community.</p>
<p>Yes: actually having a connection that works for all Calgarians that want a safe and reliable way of getting to the airport.</p>
<p>The Green line is only in planning stages, which means this airport line will not be in place for another 10+ years. Let's just get this sort of project DONE as the costs don't go down the longer we wait. Newer communities NEED transit access ASAP.</p>
<p>Sooner is better. As Calgarian boomers age it will be great to be able to get to the airport by transit. Please make the connections as seamless as possible. Don't forget travellers have luggage.</p>
<p>No, Just please build it now!</p>
<p>No concerns. Long overdue to continue making us a world class city!</p>
<p>That out of a desire for cost-effectiveness it will not be easy to switch between mainline (Green & Blue) stations. Ideally, this would be an underground or covered transfer station because of Calgary's climate.</p>
<p>If LRT is the technology used, then connecting the two lines would be very beneficial.</p>
<p>My only concern is focused on the speed and efficacy of getting the green line continuation north as a priority. It is a tremendous disservice to the residents of north central calgary not to build this link along with the rest of the green line.</p>
<p>Make it straight forward, easy to use and a reasonable price. People who arrive at our airport are tired, have luggage and this may be their first impression of our city.</p>
<p>Should also incorporate shuttles for employees who work in the area</p>
<p>No</p>
<p>My only concerns are with the potential of cutting costs, and utilizing buses over LRT systems to sustain transit.</p>
<p>My concern is that it is done in a timely manner - the Green Line should be built north/airport as quickly as possible, as the ridership exists to support it</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>The line should go straight to the downtown core. A hub in the downtown core will then connect to other lines all over the city. Much like the municipal transportation hub in San Francisco. I should be a means to showcase Calgary as hub of finance and technology as well as a tourist destination.</p>
<p>Yes - the concern is that there is a connection and that we still don't have a good way to get Airport passengers directly downtown. That's why a stub line using existing LRT technology is better as it would allow for creating an airport line that shares existing track and go further</p>
<p>I think it's about time and would bring Calgary in line with major cities across the world.</p>
<p>This planning needs to happen with the freewayification to save eventual construction costs. Focus on employment/staff working at airport, not passengers (rare user, less likely to use transit). How will they use this service? Engage with airport staff/employees primarily. Offsite levy funding</p>
<p>Who wants to take the train to an empty downtown?</p>
<p>concerned taxi lobbyists will push against it.</p>
<p>Why wait for the green line to be completed when there is a train so close to the airport now?</p>
<p>Requiring passengers to disembark to transfer to another mode of transportation will always cut away a portion of the public who cannot or will not deal with the added effort.</p>
<p>Greenline platforms are NOT compatible with Blue Line LRV. Might seem like a dumb question: but is proposed Greenline track the same width as existing Blue line track?</p>
<p>We should make sure that this line connecting the two lines together is quick efficient and make life easier for people to access and transfer/ make their connections between lines.</p>
<p>Just that I think it should have the ability to extend west past the Green Line and east past the Blue Line to allow better connectivity across the whole city (east sides and west sides), not just Green Line and Blue Line customers.</p>
<p>Seems like a good idea. I hope this is a precursor for an actual C-train connection to the airport.</p>
<p>As long as the scheduling of the two systems mash to a large degree there shouldn't be too much worry about constantly matching arrival times of trains on two disparate lines.</p>
<p>If this is to be built, consideration for an underground or elevated track need to be at forefront, ground level transit is disruptive and backwards to how other cities are implementing this service</p>
<p>none</p>
<p>My concern is that the project will take too long to be implemented, potentially making it more expensive</p>
<p>I think it is important and essential. whenever we travel to other cities around the world, we always use train/transit access. we need to get in the game!</p>
<p>I live in the neighbourhood west of this in Country Hills and constantly dealing with short cutting, speeding in the playground zone on Country Hills Dr NW and Country Hill Gt NW and heavy trucks going through this area in a non-truck route. All of this to no avail of the CPS or the City.</p>
<p>My main concern is that we need some kind a vehicle that leaves the airport often. We do not need a huge train. Something smaller that leaves frequently.</p>
<p>Cost to ride, how often it runs- we should automate cause if you cant use it to catch any and all flights at all thier weird times, why bother.</p>
<p>I have no concerns. The airport should be connected to our LRT system. We are retired and have been able to travel a bit & it's crazy that we do not have LRT to the airport. It just tells the outside world we are a small city.</p>
<p>No concerns</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

It's all about having the transit in the right time. So it caters to the people rather than just being a concrete block.
High rider price. Cost to Calgarians. Location of rider stations. Timeliness of run schedules for ridership and connections. Hours of operating. Long construction time. Over budget costs and delays. Interruption of existing traffic (vehicles, transit, pedestrians, etc).
That it may not integrate or ride frequently enough to reduce the hassle of getting a load of baggage to YYC.
Looking forward to it. Buses are frequently late or not on time, especially if there's bad weather or heavy traffic. It would be so much more convenient and less time consuming. Although switching from the 300 / 100 combo has been an improvement in wait times.
Biggest concern is that it won't be built causing Calgary to once again lag behind other major urban centers in the world when it comes to airport accessibility Via train.
It should aim to be as quick to get downtown as a cab (once you account for traffic).
Just need to get it built
Please move it along as fast as possible. Keep in mind travellers needs and tourism as an important component. What excellent cities do NOT have fast and convenient mass transit from their airports to the centre of the city???
No
I think it is a good idea. My biggest concern would be that projects seem to take an inordinate amount of time to be completed and then are some sort of compromise or suboptimal in terms of making them accessible and useable. Given the public transit challenges in Calgary, plan well and plan ahead.
No
My major concern is the time to connect between the Green Line and Blue Line. The most important item for the Airport Transit should be the time it takes to get from the airport to downtown. If this is any more than 30 minutes, it will not be frequently utilized.
Please try to connect LRT stations with commercial retail lands/developments, (like Brentwood and Dalhousie but unlike 39th ave or Chinook) so that riders can do both commuting and their basic shopping needs without having to drive to third locations. The LRT servicing the airport is a must!
Just that we need better transit to the great and blue lines
This should be a train -ridiculous to permanently plan for buses. 3rd world countries have better transit planning
It seems to be a waste of money in its current construct. Why not use the blue line and alternate trains similar to how the Canada Line operates in Vancouver?
Not much, would be great if they could be connected via a northern route, but it is not necessary.
Toronto and Vancouver are cited as examples of canadian cities with airport LRT. But these cities are at least twice the size of Calgary. We're ~50 years off from that population level so won't technology and transit change drastically by then requiring another study?
Concerned about the influence of the taxi lobby on city hall, concerned that with two different rail vehicles on those two lines we risk an either/or scenario between them by rail. Would be best if both lines reached the airport.
None. Successful, productive cities need to have this.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

A significant number of Airport employees live in the NE quadrant. It would be ideal to have a train from Skyview and Coventry hills to the airport with 24 hour service.
I think people not going to the airport may be unnecessarily inconvenienced. I think people going to the airport to work or travel will be poorly served. Unless express trains are added on existing lines Bus should be focus from Airport. Travel between lines may need alternate alignment.
Not really
For me the green line would replace the need to take the number 300 bus to the airport for work which I find great but I'm mostly concerned with the connecting stations as I would have to take the bus then catch the train at the new line regardless.
Just the timing ... we need to get on it now ... rather than later which would only add complexity and costs ... see the SW ring road as an example.
N/A
Cost and lack of integration with existing transit system
This is a great idea
From SKflying in and out of Calgary it is important to have an economical mode of transportation affording travellers and residents to get to their desired destination. It is simplistic at Pearson airport with options to take a bus to the subway or the UP express downtown versus a taxi.
Nope
This project should be a priority for the city. The number of cars that drive to/from the airport on a daily basis would be significantly reduced if there was a convenient transit link to the airport. That would be good for the environment, & would free up cabs and buses to serve other areas.
Minimizing delay is critical. A Transportation Engineer's job is to positively impact the built environment, and to also create a transportation network that works for everyone. Creating an attractive Transit network means many traffic analysis need to be completed.
No. The sooner we have this type of access to the airport, the better!
Is this future connection intended to primarily get people to the airport from Green and Blue Lines or is it primarily to get people between the Green and Blue Lines? The type of transit service and technology to be provided will be very different depending on the intent of the new connection.
As is the concern now. The cost to take transit is not low enough to offer any incentive to take transit over driving. If the rider cost does not offer enough benefit people will still drive vs taking transit. I do not take transit as the inconvenience/cost of it leaves driving as the better option.
Not really. There aren't many people living between Saddle Ridge and Harvest Hills. It's mostly paved over prairie and commercial development, although there might be some farms there to consider. It is better to plan and build it sooner than later. Don't mess up natural corridors or creeks.
That it wouldn't efficiently bring passengers from the airport to downtown (a common stop point for any users from the airport)
Please make as much as it can be underground
That the green line will not actually be built as they started with the section with the least amount of people who use transit



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Upgraded bus connections will fill need for many years to come.
No, it is about time!
people having to walk unnecessarily long distances to reach from the airport terminal to the station as well as confused tourists.
I'm surprised this hasn't been implemented before.
My largest concern would be that the line be built in a pointless location where it becomes less ideal to use it, or access to the line be limited or impractical (like having to take more than 2 busses to reach the line). Less people will be likely to use the line if it isn't convenient to get to.
This is a tremendous opportunity, thank you for exploring this as a possibility.
Only concerned about accessibility and the convincing of neighbourhoods to house this important development
Please expedite this project! Please consider pedestrian and cycling connections to this connection. Secure bike parking and bike station would be great so we can bike to the station and leave our bikes there or visitors to Calgary could bring their bikes and build them at this station. thanks!
No, let's get it done. The system used in Vancouver is fabulous. It would be great to have something similar in Calgary.
I currently, have any major concerns, regarding about this connection between the green line and blue. As long as, the cost is right and that the design is right for the environment
This should be a rail connection direct to downtown. It should be easy to access, and not susceptible to car traffic problems. The cost to travel to the airport could be higher than a normal transit ticket if it helps pay for the line, esp. since parking/taxi options are extremely expensive.
Price. Currently a bus ticket from the airport is 10 DOLLARS. Thats 10\$ to ride the bus for 10 minutes to my community. I am air crew and know that airline employees do not benefit from a bus pass as we do not work enough. But if you do not own a car most employees pay 10\$ to get home every time.
My only concern would be ride times - our current LRT doesn't operate 24/7, but the airport does. I would love to take transit to the airport, but currently I can't for pretty much any morning flight due to transit not being open early enough.
Ease of transfer between the lines, access by the red line.
I think it's important for a city like calgary to have some lrt or similar to access the airport.
I think it is a great idea and am impressed that plans have been updated to connect to the new green line. Integration to allow direct c-train connections are essential.
Only that only underground stations should be considered in the core.
The only concern I have is waiting forever to see it happen.
I'm concerned that there isn't a direct connection planned already. I would like to see an LRT connection to the airport, or another type of rail connection to downtown.
I have concerns this is going to take longer to build than it really should. Most major cities have rapid transit to their airports and we're no where near getting the LRT to YYC
I'm concerned about how will future station locations will affect the communities that they are in. Why can't a station be built so that the airport can be accessed from all quadrants of the city.
No...Required to reduce car travel to/from airport.
No, this is an excellent plan to link the airport to two major transit lines. It also provides a needed cybercrime between the lines outside of the downtown core.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

I would only use an easy-to-access train with an easy-to-access station. So don't make people go up and then down with luggage. And don't make it a bus. Don't tack on a surcharge for going to or from the airport like leaving the airport on the 300 bus. Have it be trains that are easy to access.

The city NEEDS a LRT connection to the airport. As a frequent international traveller it is inconvenient and embarrassing that I cannot jump on a train from the airport to my home (three blocks from a LRT station) like I can in almost every other city I travel to.

Want to make sure it actually stops right at the airport terminal and not some distance away.

It needs to happen sooner rather than later

No

None. I think its great

Nobody wants another BRT. Everyone wants another LRT line to the airport

No, other than it may not get build or I will be too old to use it before it's open.

I'm concerned that the transit option will be so complicated that people will chose to ride in a car instead. Please limit the number of times someone has to transfer. Please do not use buses since they are not compatible with luggage. Thank you!

SHOULD NOT HAVE TO CHANGE TRAINS TO GO DOWNTOWN

I've traveled with public transit to airports across the world, and the best ones are ones that connect you to multiple hubs from airport. For this line to the airport to be successful, it must connect with existing LRT and BRT services or no one will use it.

I'm concerned if we do not have an easy and fast airport transit connection. Train / LRT types are far preferable over a bus connection.

Mostly that it won't get done. I think this should be a high priority, but given that it should have been done along time ago I am skeptical this will be in the City's plans anytime soon.

Please make it easy to do with 2 large suitcases.

Yes. Waste of money. Bus route suits ridership levels.

Calgary Transit is barely dependable as it is; there'd have to be marked improvement before I'd risk missing a flight trying to take Transit.

Do not let public consensus related to the environment have an impact, the better transit system we have in the city the less cars (CO2 emssions) on the road

Part of a functional airport transit connection with public transit is a clear, user-friendly payment system that allows tourists and locals alike to transfer seamlessly between forms of transport. Calgary Transit's existing payment system is clunky and woefully out of date.

That it won't integrate well with current CT, such as LRT connections; transition points; extra cost in fares to utilize.

Don't feel that it needs to be a C-Train. Lots of cities use connectors to get a line to the airport. But also don't destroy vehicle traffic to the airport which is still massively important for business.

My principal concern is that other interests (taxis and rideshares) dominate the conversation. For the average Calgarian or visitor, this train line is sorely needed.

I rather see my tax dollars spent on this infrastructure than the Olympic bid and games. Remember, this city is already in debt.

I would like to see this built, with effective ridership options, and proving to be s convenient way to connect the airport and existing / planned LRT infrastructure.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

No.
Concerned that connections will not be efficient enough to make the Airport Transit a true viable alternative to get to the airport (e.g., in the SW of Calgary taking a bus to the Red Line, then connecting to the Blue Line and then to another Airport Connector to get to airport at off peak hours).
This should be a top priority. Amazed that it hasn't already been done.
Convenient timing and cost efficiency will be important.
None, It is about time. Almost every major city worldwide has transit from the airport to downtown or a connection centre. How much tourist traffic from out of country do we lose as taxi/limo aren't practical for non business persons. Great for calgarians also!
For the love of god, make sure it's a rail connection. People hate buses and most visitors won't use one.
Efficiency is key to obtain max ridership.
Should not impact existing transportation methods, or at least minimal impact.
My only concern is that such a "stub" line will be inconvenient to use, requiring transfers or additional shuttles that make only the most motivated users try the service.
No
The only concern is that safety is the top priority for users and travellers in the area. The history of pedestrian and vehicular incidents with the trains is very disturbing. Anything that can be done to eliminate those incidents is appreciated.
Calgary transit does not accommodate people with very early or very late flights and it would be nice to see that change. It would also be nice to see the reach of the Airport Transit be a bit larger than one or two areas of the city. We seem to consistently fail at serving the city as a whole.
I am worried about it making greenline and blueline service worse north of the connections. I am worried that choosing a labour intensive system will lead to low frequency operation that is worse than what is there now.
Not really. Build if it's a project that's worth the money, and will get usage. I feel for that to be the case, the airport can't be the only reason to build the line. It should be a connection line between the green line, and the blue line. Encourage it as a commute work/home/play line usage.
future lines should not conflict with vehicles above or below grade is best

Do you have any ideas you would like to share?

A high frequency service is more valuable than something fast. Time spent waiting for the train is still travel time.
Build a pathway beside the train line
Airport to downtown express should be the priority
Consider elevating or tunneling to limit property acquisitions along the ROW and to make it faster and more reliable in bad weather, high traffic volume situations. Consult with airport staff too-they will potentially be daily commuters using the service.
Please fix the Westbrook LRT crime hub/eyesore.
The goal should be (like all transit) to compete / beat travel time by other modes. Fast, frequent and reliable is key to be competitive. Long operating hours as well, due to the times when planes land.
Extend the Green line to its original plan.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>This cannot be built soon enough. Spending \$80 per trip on taxis or parking is a real drag (for residents and visitors!).</p>
<p>Similar to Toronto, this should be an express train that should be a direct connection between the airport and Calgary downtown</p>
<p>Elevating or tunnelling the LRT would be ideal, as having it at grade produces a number of traffic and noise issues. Ensure the system is designed to be as fast as possible, and connects well to feeder transit areas. Include free park & ride stations in the design</p>
<p>Cross platform interchanges with green and blue line for seamless connections. A single terminating airport track between two island platforms with for blue/green line LRT on the outsides can do this easily.</p>
<p>The construction of the green line through to the airport connecting to the blue line deserves serious consideration as a phase 1. Still think the best phase 1 is to go as far to Seton as possible.</p>
<p>Let's act like the 3rd largest city in Canada. Our antiquated bussing to get to the airport prevents families, the elderly, or professionals from considering this as an option at the moment.</p>
<p>Please make it an extension/branch of the blue line. This would be great for 36 Street and the NE more broadly, keep to an existing technology, and work from a service base that already exists. Also, go big on TOD in terms of hotel, office, etc: look to Schiphol.</p>
<p>Keep in mind the effectiveness and usefulness. Don't be building unnecessary artsy designs; make it cost effective and easy to use. The system needs to be built into the existing transit system to maximize effectiveness. Rail is the best way to quickly transport people to the airport. Be smart.</p>
<p>Make connections and the airport LRT as seamless and accessible as possible.</p>
<p>LRT is advantageous in that it allows cars to continue on an existing line all the way downtown without forcing a transfer. Please consider this in your evaluation (part of travel time and customer experience).</p>
<p>Not at this time.</p>
<p>A single ride (no transfer required) LRT line between airport and downtown, with traveller-friendly car design (traveller baggage rack) is essential to YYC comparable to other major airports/cities in Canada and elsewhere NA and abroad. Leverage a successful Olympic bid to federal funding eg. YVR.</p>
<p>like other cities - people-mover where you buy a separate ticket to access system. System integrated through / built off of existing stations.</p>
<p>My wife and I are big proponents of LRT airport access. We have travelled extensively and truly believe that the best cities (for residents and guests) are those that incorporate LRT/Train access directly from city centre to the airport.</p>
<p>Think long term not short term for build plans (think London, New York, etc) ... We live in a winter climate, with snow potential for majority of the year. Transit should be underground, unaffected by weather and traffic.</p>
<p>Connection to yyc from LRT should not be affected by local traffic to ensure no delays for passenger. so if city planning for shuttle service have them a separate route with out any traffic affecting them. Eg..Country hills station to yyc non stop</p>
<p>Should be built as a skytrain. Minimum disruption to traffic during and after construction as well as cheaper to build compared to incorporating it with the road systems.</p>
<p>People want quick service -- they don't have time to spend on a long train commute to get to the airport. How will people in the deep south be able to use this service in a reasonable amount of time?</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

When it goes, 1/2 hour time frame as we need it to go every minutes, from Station A to Airport, like they do in Europe.
This all seems premature considering there isn't already an airport connection. Can we get that built first?
This absolutely needs to move forward. Vancouver's connection from airport to downtown is outstanding, and Calgary could stand to benefit from the same connectivity within the city!
We can imitate and learn from other countries like Japan wherein they have invested in their public transportation.
96th Ave NE currently has a connection to Stoney Trail, but does not continue all the way to 96th Ave near the airport. We already have the airport trail tunnel completed, we just need the road between the tunnel exit and 96th Ave/Stoney trail completed, which would help existing bus lines greatly
what about just extending the blue line up to the airport and then thinking about linking the blue and green at a later date -- would love to be able to take the LRT to airport ASAP
An express to key stations will be ideal to shorten travel time to the airport otherwise people will continue to cab or Uber.
Yes. Please use the same model as Vancouver has with driverless trains that are fast, affordable for customers and reliable.
I am a 5th year civil engineering student (Grad: April 2019) at the UofA currently working in a summer position for TransEd Valley line LRT. I am very interested in a career in transportation engineering/transit planning. If any related positions open up in YYC please let me know! cbayne@ualberta.ca
Calgary has such a poor transit system. There needs to be a greater emphasis on public transit and linking the other train
Dedicated HOV lanes may function as well as LRT connections to the airport and can be more flexible in route availability. Also dedicated HOV lanes could prove as a new technology testing bed for electric, autonomous, or other future transportation technologies.
Real cities have this, if you want to be a real city drop everything else and get this done
Should take into consideration the idea of extending the line into a north crosstown route, connecting down to bedington trail and then along country hills blvd.
This needs to be a top priority, very few airports in the world don't have rail transit out of the terminal.
This is much needed and cannot be delayed any further
High speed train would be great.
This line should be on rail and allow for easy access from downtown. If we want to be a world-class city, we need to have quick, accessible transit from downtown to the airport directly without requiring various stops or transfers.
Have an airport transit line that has 1 or 2 stations at the Airport Terminal in the middle with one station at 96 Ave NE and station at Saddletown.
one seat ride to connect downtown to the airport. Just connecting the green and blue lines doesn't make a lot of sense. There should also be a park and ride lot/station for all the traffic going downtown from communities north of the city (Airdrie/Crossfield/Carstairs etc.) assessable from Hwy 2.
Must be transferless to the Green Line downtown. Any connection time is a mark against the whole system.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>direct routes to downtown little impact to existing roadways - we need to stop installing traffic lights on overpasses and constructing with poor design. Use of good design result is easy flowing traffic.</p>
<p>While I respect the desire for livery and cab drivers for employment, the lack of a Rapid Transit connection to the airport is ridiculous. Also the airport connection should be evaluated as part to a future High Speed Rail connection to Red Deer and Edmonton</p>
<p>n/a</p>
<p>An LRT to the airport is a must. Our city is too vast, limiting everyone who visits here.</p>
<p>Use existing tunnel to link it to existing stations utilize the tunnel for something other than it going under a runway</p>
<p>Build a train that connects to saddleridge... or westwinds</p>
<p>Yes, we need high speed access from downtown and SW and SE!</p>
<p>Connecting to the green LRT will be the fastest way to downtown calgary.</p>
<p>A big hope for me is that the schedule will accommodate the work force at the airport and that run times will accommodate all kinds of start and finish times. An airport is a 24 hour operation and the transit options should reflect that.</p>
<p>This is more a technology comment afterthought (I can't retake the survey so entering it here): Airport-destined vehicles should have adequate space for luggage, and not be your typical LRT car.</p>
<p>This airport is an 24/7/365 operation and as such we need to have adequate transportation options not just for passengers, but the employees as well. To become a world class city we need to have a better system than we currently have.</p>
<p>Allow for safe bicycle transport corridor between the communities and the airport, also permit lockup and storage areas for bicycles.</p>
<p>Transfer station waiting time shall be considered in Calgary climate.</p>
<p>People don't like busses. Train systems will have far better "PR" than a bus running down a lane to a LRT station. I'd also suggest a stop at the Parking facility both for staff and those who park at the airport. Airports like YYZ and SFO are good examples of a system which works well (elevated).</p>
<p>schedule arrival/departure at the airport is very important for people to use the service all year round including harsh winter. If the system fails to provide this, the project will be useless.</p>
<p>I believe to have a Transit system working before even a residential area is planned. I hope this would connect peoples home to workplaces or else it is again a waste of resources and most importantly tax payers money!</p>
<p>Selection of technology should consider passengers with luggage. Easy boarding and exit would be welcomed. The leg from the airport to a connecting line/station can provide info about the city via announcements, maps, instructions on how to transfer</p>
<p>LRT connectivity to airport needs to be studied based on other successful Airport LRT models Eg: Atlanta</p>
<p>no</p>
<p>You could do an elevated line that goes along deerfoot direct to downtown</p>
<p>As long as the schedule of the transit systems are fixed and customers know how much time it would take them to reach airport, most effective approach to Airport transit is to make it cost effective for city. sort stations by footfall and build shortest route to one of top 3 in each region.</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>There should be expansions of terminals or bus loops. There is a lot of congested traffic in downtown because the amount of people that drive and buses that go through. There should be something underground or enclosed above street level for transit.</p>
<p>Get it built!</p>
<p>Build it soon.</p>
<p>The best would be to terminate the LRT at the airport. This will simplify reaching the airport.</p>
<p>The Portland Oregon airport transit is very impressive. Fast, accessible, simple, direct to downtown.</p>
<p>have transit that comes to the airport before 0600 and leaves past 2400 for those working at the airport.</p>
<p>Eliminate the contract monopoly that Allied Limousine/Associated Cab have at the Airport!!!</p>
<p>I would pay more fair for a faster option to the airport from downtown. If it's a choice between a cheaper, slower option and a costlier yet significantly faster option, I'd opt for the latter. I'd also love to have fare zones.</p>
<p>An East-West route in the North connecting the Red/Green/Blue lines.</p>
<p>due to various flight times and hours worked by employees at the airport, it would be advantageous for visitors and locals for operation of a train line to be 24/7</p>
<p>I would like multimodal transport to be considered. Please ensure that cycling, walking, arrival by bus are considered.</p>
<p>lower cost of returning from airport to regular transit fare on the brt lines</p>
<p>LRT stations need to be more than a station so that there are people all around to increase safety. Allow small kiosks to operate out of them. It would be nice to have it underground so that the views are not altered to the point it becomes an eyesore for those living in the area of impact.</p>
<p>This needs to be a priority</p>
<p>Less talk. More build</p>
<p>Future transit should include services in for Calgary/Red Deer /Edmonton</p>
<p>The airport train station would have to be built very close or inside the airport with easy access for arriving and departing for people to want to use it. This would be a great option for people flying out and arriving in yyc and employees that work at the airport.</p>
<p>This is a busy intersection and it would be nice to see an underground station here, similar even to the zoo for the safety of pedestrians.</p>
<p>Ridership appears low on this corridor. Perhaps a high-frequency, low capacity option of BRT with dedicated lanes for the entire route could be considered.</p>
<p>Extend the route 300 airport bus service hours</p>
<p>The train must run late, even past the flight times in the evening. Many YYC employees end their shifts at midnight or later, and if I can't take the train HOME, I won't take it to work. As a younger female, I also need to feel safe, or I won't take it.</p>
<p>The sooner the LRT is extended to YYC, the sooner we can claim to actually be a world class city. This is long overdue. Look at your comparison ridership numbers from Vancouver and Toronto. What were the bus ridership numbers before they built a LRT line? Vancouver ridership almost equals Toronto .</p>
<p>Calgary views itself as a "world city". It is a growing city in this respect and deservedly so. Combining this with the push for new, environmentally sound methods of transportation means that there is no better reason than to consider such a plan. Calgary NEEDS better transportation!</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Try to make it as direct as possible and make it convenient with an App for purchasing tickets in advance etc. Look at Toronto's UP Express as a guideline
Enable secure bike parking at station
Look at successful airport transit models in other parts of the world. Many urban centres have a wonderful working model. Let's learn from those.
Seattle, Vancouver and Toronto airport lines should be reviewed for what works and what they would have done differently
Connect to red line
You have a wonderful idea to use automated technology and a dedicated line to avoid confusion.
I have travelled extensively around the world and the lack of rapid transit makes the Calgary look amateur...no, BRT does not count as rapid transit...
Just that this would put us on par with other major world cities. I think we can agree that we will need a train connected to the airport at "some point". Why not today? Let's get this done and elevate our status on the world stage!
Should have been part of NE or Greenline rather than what appears to be a spur line. Inefficient for resident travellers who just want to get home with luggage. One train more efficient than transferring to any other public transit.
My idea is to have a train connection at the airport that does not involve having to take a bus anywhere. A passenger should be able to board the train right at the airport for connection throughout the city. Exactly like it is in San Francisco, Seattle, Vancouver, etc.
Express line along Deerfoot?
Downtown to airport. Just get it done. Now.
What, if any thought, has been put into what the future of transit in Calgary looks like?
It often seems as though the solutions are 10 years behind the demand, suggesting that planning for the future is not a priority.
Genuinely how has this not been done already. It's embarrassing
Do it right this time.
Don't do like Vancouver did and opt for an above ground system that struggles in snow. Calgary gets more snow than Vancouver does. Make sure the infrastructure can handle it.
The planned route must include future airport expansion plans which would include secondary terminals. If the 96 Ave station were to include higher end shopping stores/hotel, maybe airport travellers that are on a long layovers or overnight stays could be studied.
Build a train/LRT connection to the airport, as soon as possible.
Develop better transit in residential and commercial areas around this plan while making this route fast and direct. Use the BRT model, upgraded bus only or demand lanes with blue-dot express service. Add stops in the airport, 1 at each end. Don't ignore construction workers! Drivers over robots
High frequency service from the termini to the airport should be of paramount importance.
Can it be considered as part of a future Calgary /Edmonton high speed train. Also please allow space for luggage.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

My wife and I had the opportunity to travel by train and transit to and from the Copenhagen Airport. The fare payment system was frustrating, even though the screens used english. Make the system easy to pay for by anyone - and that means implementing multiple languages onto the TVM's.
Do not need this, people who fly can afford to get a taxi, this is anothe nenshi boondoggle
Calgary Transit needs to re-evaluate Christmas Bus Schedules & the active Lines. They also need to fix the lack of North & South Crosstown Routes. I live in the North west & work at the Airport, currently it takes me 1.5 hours each way in commute time & 2 hours each way on weekends.
taxi is the best way to get to the airport because of the luggage.
This would significantly reduce the number of times I would have to drive to the airport from the south end of Calgary! I could put by family on the train and they'd get their quickly.
I believe that there are more people who would use this than current ridership on the bus route to the airport now shows. I get someone to drive me now, but if I could get to and from an East Village area LRT station using a new connector to YYC, I would.
My husband and I have visited many cities around the world where public transport is available directly to and from the airport. This has been extremely helpful when traveling.
Regardless as to whether or not Calgary proceeds with any other major capital projects, I would like to see a public transit connection between the airport and our existing LRT infrastructure as soon as possible. Truly, this element of our infrastructure has been missing for far too long.
Need to consider once airport connection is made the availability of parking for those living in Calgary (Long / Short term), or to get to the transit station, potential rental car key locations (may not need to rent car @ YYC) within Calgary, and hotel access from the transit station.
There should be two different trains that leave NW Tuscany, One to head downtown then down south line, and the second to go downtown and turn north to YYC. That way every end of line has option of going to downtown then airport with out having to transfer/wait for another train at -30C in downtown.
You should be able to take a bus directly from the nw to the airport with having to transfer downtown
The city could benefit from a zone system like other major cities. Why does a person pay the same for a cross city journey as one station. Makes not paying more appealing.
The cost should be the same as a usual transit fare and transit passes and tickets should be accepted or install a system similar to Oyster that they have in London UK.
I like the Hong Kong transit system. It's clean, user friendly and has restaurants, convenience stores, and shopping stores. It's very convenient!
One day, there should be a high speed rail stop in the valley along 96th ave that serves the airport. We should save space for a station that serves this as well or consider this when planning stations
Look at models around the world with similar climates.
If there is a people move to another station and the other station be covered and heated. Having people waiting for a train in the winter is harsh. Calgary Transit seems to forget about winter in its planning of station. A covered station with a air curtain at each end would be nice.
I like Vancouver's idea that rides from the airport cost more. A way to target airport traffic on the way out
Just use the same little shuttle busses as the park and fly lots do
The sooner the better.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Fix fare structure. 1 & 3 day, wknd, & family passes would be used if available for purchase ON BUSES (How do I get to LRT station to buy the 1 day pass?). Better communication to tourists about HOW to use transit is essential, more important than flashy people movers on fixed tracks. Build a BRT.

Above ground for speed. Below ground for areas to save time and distance.

make this project a higher priority by adding frequent shuttle bus from existing NE stations instead of waiting till green line is done. LRT already very close to airport in the NE so simply adding frequent smaller shuttle buses would vastly improve accessibility

Above ground train sounds good to me, connected with main train stations... perhaps more stalls than necessary & long term parking at those stations as I think people might just drive to that train and park rather than at airport.

Make sure the transit line to YYC is quick and consistent. This is critical for riders that are going to YYC to catch flights.

Please prioritize the green line to north central Calgary. There will be far more riders if you provide access and adequate parking. The idea should be to get as many Airdrie people as possible to get off the road sooner or take some form of mass transit to the North Calgary station.

I expect an integrated c-train route with seamless connectivity to the existing transit system would result in very high utilization of this line.

Creating simple and convenient connections will enhance ridership. Specifically connecting to downtown will enhance useage for business and tourist travellers.

Needs to be direct to downtown, no transfers or connections.

An airport link is important to the future growth of the city

Please don't consider buses as a possible option for this. Might as well not even bother if that ends up being the selected technology

CAN YOU NOT BRING BUS SERVICE BACK TO THE AREAS WITH NO SERVICE IN WARD 6 AFTER 7 PM ON WEEKENDS IF YOU HAVE MONEY FOR PLANNING THIS NOW???

Vancouver's Canada line is a great example of what Calgary should emulate to encourage transit use along with allowing travellers efficient access to our downtown core during long layovers. Personally I have chosen to transfer through YVR because of this option

This project would be ideal for the Olympics and I feel it needs to be completed by then.

Transportation planning is never easy, but hopefully more consideration is giving to people flows/destinations and not land owners.

I think that Transit Oriented Development opportunities should be a top priority, but also long-term line extensions. Will this connector line only exist to connect Blue and Green lines via the airport, or can it be extended east and west to provide further transit connections? Thanks!

Please ensure that it is a safe and effective means of getting between the airport and downtown. it should not interact with any existing traffic and should be a stand alone solution to mobility. Otherwise the business people who need it won't use it and ridership could suffer.

The extra departure fee charged by the airport on taxi and public transit departures is ridiculous without comparable in Canada, the city need to exert pressure on the airport authority to eliminate it and prevent it from being applied to any train service

Get the dam RED line in the link too



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

I strongly support connecting our very successful LRT system to the airport. Build it and they will come so the speak.
I have taken the 300 bus at times when I have ample time to catch my flight without worrying about traffic, but it stops a lot. I would definitely take the train if it went to the airport.
Spend the money and do it right the first time. Avoid the cheap solution that will disappoint and no one will use.
Ideally connection to downtown with other transit services important to get anywhere in city
You need to look a other cities to see how they have connected the people with transit. If I could go from downtown to the airport in a reasonable amount of time, I could see a lot of people using
Lrt all the way. Better for the environment. The current city bus is awful to take, but I take the train every time in other cities. The two are not connected as far as use study.
Make Calgary airport as terminal or one of the stop on c-train route, build that ASAP, only buses connecting airport and the rest of the city is way behind now a day standard. Causing traffic jam around the airport because most of the passenger either drive or use taxi.
Within the study, certain emphasis should be placed on studying the convenience and efficiency of transit to/from the airport from many sectors of the city. Ie. what can be done to make it more reasonable for a resident in the deep SW to choose transit when travelling rather than other means.
Any airport transit lines I've used have always been fast and travel as directly as possible from the airport to key inner city points. Does the link between green & blue do that?
I think an on-demand PRT type of system would tie these together well.
The money shouldn't be wasted on taking airport train users to Harvest Hills area, people will use it through the NE. Metis has MULTIPLE business/warehouses that could have employees that use the train line. Plus business and vocational traveler typically stay in the NE or core.
If many other cities in the world can do it, we are not put in a position of reinventing the wheel.
Think You guys are doing a Great Job with information
I would like to see the Green Line stop at Deerfoot Mall and go up into where UPS, FedEx and Purolator is before going to the Airport becuse it would help bring in revenue to Deerfoot Mall and will help people who work in that area want to take transit and help people who have to pick u parcels.
Should also be accessible for all - ie no stairs.
Istanbul-card, OysterCard .. why is it so hard for this City to make a transit pass, pay for use & e-refillable. You want to be a international city you best get this figured out
If this is really feasible, wouldn't a private company be interested in pursuing this? Can the city donate land in exchange for the private sector to take this on? And if there is no private sector interest, shouldn't that tell us something about feasibility?
It would probably be of value to consider existing examples of other transit systems in other cities, both in Canada (e.g. YVR, YYZ) and outside the country (e.g. EWR, FRA, LGW & LHR). Smooth connections and appropriate termini (e.g. city centre, Stampede grounds, universities) are also important.
An automated lower capacity high service frequency vehicle would be best. It may have high upfront capital cost but the operating cost would hopefully be low enough to allow 5 minute service frequencies throughout the day. Key point is avoid something that makes people wait longer than 10 minutes
As part of this expansion, consider two things - contactless card passes as used in Montreal that can hold a variety of single fares and weekly / monthly passes, and 2) improving the 7th avenue connections to offices and hotels; bury the stations, add tunnels, and close with turnstiles.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

Make this happen
Please consider options that keep road traffic in the area moving & improves safety. People travelling need reliable transit that won't be shut down because a train vs vehicle/pedestrian incident. I don't want to miss a flight because of someone else's negligence.
Has the Hyperloop been considered as a possible technology?
An express train from Downtown Calgary to the Airport
How about a purple line that runs from red line Tuscany station up to the airport and connects to an extension of the blue line? This would require less property appropriation, it's already open via stoney trail, and it gives another option to get people to the airport for work or play from the NW!
Choose C-train technology. Schedule trains so that they criss-cross between blue and green lines.
Most major 1st world airports have a train system of some sort - Calgary needs this now. If we want any chance of an Olympics
If connecting two lines using an airport connection, this is not a factor; but if making a choice, make it more about guests than local commuters. Have it always heading toward the downtown core. Very important for visitors. And no transfers if at all possible. Visitors hate transfers.
Ensure bikes are accommodated on new transit. Add bike lines from Green and Blue lines to airport.
Vancouver has a fantastic system in place.
As I mentioned in my previous statement, make it a marketing tool and not just a transportation pod. Go straight to downtown via the green line.
Seems like this is turning into another case of city overthink that will result in long timelines and cost overruns. Keep it simple and just get it done
Wouldnt it be easier to build a connection with the blue line - Saddletowne station etc, rather than the green line? It could be done sooner and with less impact as there aren't much houses or businesses between. There's also an option for a tunnel like the road.
This is long overdue. I have travelled in many major cities worldwide, and a fast, easy connection to the airport is a priority in these places.
The best I've experienced was Hong Kong, where you can check your luggage right onto your flight when you board the airport train.
Do event with poster boards, etc. for airport staff at airport. Alleviating congestion on Deerfoot is >>>important than last leg of ring road. That 1.5 billion provincial money should have gone to Green Line LRT phase 2 instead. Not following MDP screws future YYCer's with future tax increases.
Please do spend my tax dollars like drunken sailors.
I support an easy and safe way to access the airport via bicycle. This would be both for employees as well as cycle tourists.
Please get a train to the airport as soon as possible. It is unfathomable that a city our size doesn't have a train to the airport.
Please rather have the green line or the blue line go to the Airport as a direct link. As someone who lives within walking distance of the Westbrook and Shaganappi Stations we would just take the blue line all the way to the airport instead of parking there or taking a taxi. Less cars in the road.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

The proposed Greenline Tunnel from 16th Ave south through downtown should be innovative by being automated. One less Union to worry about and should keep operational costs down.

Maybe making things underground for this segment might alleviate some traffic congestion for the green and blue lines. So maybe even a station that connects the two together so that customers can make their way around the city with relative ease.

Recommend thinking of this as a way to connect many communities to rapid transit for city-wide destinations, rather than just an airport connection between Green Line and Blue Line.

A direct C-train connection to the airport would be great. Until then, I don't think the city should invest in any other major projects (ie. new arena).

We need to remember that in this day and age MANY people fly all over the world and realize the need for good service to and from airports so that it's economical and environmentally acceptable. Public transport will remove many gas eating cars off the roads and improve the air we breathe near airpo

Tire on track tech seems dated and not the right solution for a mass transit system. It works in Disney resorts, but with constant weather and temp swings mechanical maintenance will be problematic. Magnetic induction to heat tracks might provide better long term solution for Calgary climate.

none

This is a pipe dream, but connecting the three North LRT lines east-west through the airport line would be a very interesting infrastructure project to explore

Looking at how MTR in HonkKong connects to the City it would give a lot of insight to how we at Calgary can make out transit system functional.

More transit connections at the terminal - the one bus stop cannot be close to everything.

If you are not having a direct train, have a dedicated Express shuttle. The 300 from downtown is brutal. It should be quick, but an hour long ride.

Speed needs to be the biggest focus in terms of getting to and from the airport. You can take the sky train from YVR to downtown in 24 minutes so YYC needs to be comparable or better. A connection to both green and blue lines would be optimal.

They green/blue line stations and the airport link station should be as close together, and with a minimal amount of stairs as feasible. Train frequency should be high to minimize waiting.

Think big. Think efficiency. Changing technology means changing trains and inconvenience on every journey. Orphaned tech and poor connections eventually.

Get on it already and stop studying

Great option to reduce the number of cars heading to the airport if it can be linked to existing LRT lines. Also a great option for tourists visiting the city, an easy way to access the downtown core.

The key concern is time and convenience. Almost all major towns have efficient transportation from the airport to downtown (Toronto and Vancouver being prime examples). If it is convenient then people will use it.

Please don't do studies after studies. We, as a city of 1.3 millions citizens, need an option to the Calgary International Airport like yesterday, not 20+ years later. I will be dead by then.

A ctrain line that follows our ring road

Extent up to Red line Tuscany.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>Extend the Blue Line up 60 ST NE to Airport Trail, While you are building the new Airport Trail connection, use this time to build the direct access for the LRT to the Airport via Airport Trail. Probably the easiest way it can be done.</p>
<p>Have a platform with blue trains on one side and green on the other so in both directions there are no transfers. Make the green line railbed higher if you have to so the floor of both train types are level with the platform for accessibility.</p>
<p>See, Vancouver!</p>
<p>The airport is a 24 hour operation. 24 hour options to ride transit to the airport is important as a target ridership would likely be airport employees.</p>
<p>Compromise and shared goals often lead to failure. If Calgary transit wants to become more than a way to get downtown they and the city need to change strategy to accommodate people that need to go to work and want to travel at lunch or a break with lunch or a bag, travel to Childrens hospital quick</p>
<p>Public transportation must be a priority in a city with a huge urban sprawl like Calgary. Verticalization is mandatory to stop urban sprawl, otherwise the city will become more and more expensive.</p>
<p>The accessibility of the airport buildings and terminals comes to mind when thinking about how the green line will affect transit to the airport and the ease of travellers both arriving and departing. More information there would be great.</p>
<p>Airport transit connection should be connected at the airport itself. Especially in winter time where busses get delayed because of the weather, the train would be the next best option for riders while providing them with reliable transportation. YYC is an Intl airport and should have reliable trans</p>
<p>Please keep in mind the environmental benefits (less cars, taxis) in your study</p>
<p>If Calgary does win the 2026 winter Olympic bid, I think that LRT connection to the airport is a necessity. I propose that the SE LRT be postponed temporarily and the green line lrt should be built from downtown to the airport. More people will use the NorthLRT then south so it should be built first</p>
<p>Why doesn't this city have a zone system. How can you possible think that charging a flat rate for all riders is the best way to ensure good customer service and generate proper revenues? We are one of the only major cities that doesn't have a zone system.</p>
<p>Most major cities have a transit connection by some sort of rail system. It is well used if it is well planed.</p>
<p>Design the track with the least amount of delay for commuters, make use of Intelligent Transportation Systems(ITS), and create a world class transportation network for not only the airport but for all of Calgary.</p>
<p>If it goes ahead the drop off and pick up points for the transit must be within the airport building or again the incvonenience of it will discourage use.</p>
<p>I can see the train continuing west from Saddleridge through the airport tunnel to the airport, then over the highway and Nose Creek to Harvest Hills. Overall, I would start building the train tracks either up or underground like Vancouver. Calgary has too many C-train deaths at ground level.</p>
<p>The connection between the green and blue line should be the last thing we are worried about. The train needs to be connected to an existing blue line station as soon as possible. At least then the airport would be accessible without having to take the bus!</p>
<p>It would be nice if the stop at the airport would be connected directly to the airport, so that people would not have to walk to a station (that would be say, down the street from the airport)</p>
<p>Please make as much as it can be underground</p>



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

There should be no additional cost from the airport like ther currently is with the bus
Leverage YYC plans for people mover to future hi speed rail station near 96 Av and Deerfoot
A reduced rate for airport/WestJet employees so they aren't paying a premium to go to work.
Trains use a dedicated line that can be shared with either the Blue or Green line to reach the downtown core, with a dedicated station downtown.
It is absolutely time we have an airport connection. It is the biggest complaint I have as a frequent flyer and a complaint I here from many visitors. It's odd that a city of this size doesn't have easy access to the airport
No but I think this should happen 100%
A train line connecting the east to the west outside of downtown will considerably reduce travel time via transit east to west and vise versa (it takes almost two hours to bus from Redstone to Huntington hills while it's a 20 min drive max).
If schedule is an issue could you look at partnerships with car2go/ride shares/city lots where you could leave your car for a period of time like the park and ride but specific to airport transit ?
A focus on LRT or othee rail-type transit would be ideal, linked to current/future lines would seem the best.
Secure bike parking and bike station would be great so we can bike to the station and leave our bikes there, then take the train to the airport or visitors to Calgary could bring their bikes and build them at this station. This is an awesome opportunity!
Direct line to downtown, like the Pearson express in Toronto
My idea, is not to place a future transit to the airport near an important intersection. My recommendation is to, either to go above ground (like Vancouver Rail Transit) or go under the ground
BIG spaces within the train for LARGE baggage. A direct entry point into the airport, this will help congestion during winter months. Seperate price zones. Ex: 10\$ to downtown, and 3.75 to communitis around the airport. That way you dobt pay 10\$ for 1 stop.
Would also like to see a northern connection to the NW c-train line with minimal stops only at other large transit hubs or commercial areas.
People who work at the airport would heavily use a transit connection like this, so with them in mind it should be integrated with existing transit systems as seamlessly as possible. Ideally it should be possible to easily get to the airport from anywhere in the city.
The business park east of deerfoot and north of 96 ave has an opportunity to connect with the rest of the city. Don't squander it!
Thank you for soliciting engagement on this project.
Have the train station go into the airport with minimum fuss for the passengers. Think of why someone would want to choose this mode over a taxi. Look at what other jurisdictions that have train stations in airports are doing. Add more security to trains beyond what exists to make transit safer.
There needs to be plans to connect to the Red Line
I would just like to ensure it's rail/AMT/LRT as it's the most applicable form of transportation for the project. Less vehicles on the road please
Add another LRT line to get to the airport from the green and blue lines.
The line should be as quick an easy as possible to get to the downtown core with little or no changes.



Airport Transit Study

Stakeholder Report Back: What We Heard

September 21, 2018

<p>Personally when travelling I love when a train station is integrated directly into the airport with easy to follow signage, it</p>
<p>I'm not clear if the airport station will be a part of the blue line...? There wasn't enough context provided in this engagement website.</p>
<p>Trains please. No buses (too awkward on / off with luggage, too slow).</p>
<p>It's about time! Our transit system is so behind. The fact that you have to take an expensive cab or drive to the airport is ridiculous and the buses in Calgary are so unreliable I would rather ride a horse to the airport than take the current shuttle from downtown</p>
<p>This seems like an indirect approach to the airport. For tourist and business travel, a direct line from the core to the airport with no/few stops seems more appropriate. Think Go Train in GTA or airport express in London.</p>
<p>Tap payment systems are becoming the norm for public transit in major cities. Calgary needs to be willing to invest considerable money in installing a better payment system, troubleshooting that system and marketing it effectively to Calgarians.</p>
<p>Prioritize connection on Route 100 from McKnight-Westwinds, or add a dedicated bus with no other stops between that station and airport.</p>
<p>This should be viewed more as a "business need" than a "commuter need" where there will be a low level of commuter traffic but a large number of business visitors / tourists who will use it. The City shouldn't fall into the trap of assuming it's the same as bus/train service.</p>
<p>Flat rate (eg 10\$) that can be purchased from any station on any line</p>
<p>I think the Calgary Transit long range plan should consider an LRT ring road that connects the west end of the Blue line with the NW end of the red line, continuing on to the North green line connection, the NE blue line, the SE green line, the South red line, and back to the west blue line.</p>
<p>Just get it done already!!!</p>
<p>How about just connecting the Blue Line to the Airport?</p>
<p>There is a need for any new transit to be a reflection on how Calgary projects itself in the future. In my mind it needs to be a combination of advanced technologies paired with a deep concern for the environment. Transit is environmentally friendly by nature.</p>
<p>Extending LRT directly to the airport would be fantastic, efficient for riders, and encourage usage (and revenue). From the San Francisco area, SFO is directly connected and is very appealing for transit, more so than OAK which relies on a people mover, or SJC which relies on another service.</p>
<p>Existing route signage is confusing to those who are not regular riders. The downtown section should be split into individual directions, showing only those stations on each track, rather than one line showing all stations. A slight tweak that will make it clear which station you need.</p>
<p>Why not connect the Blue Line to the airport? Frankly I don't understand why it wasn't done in the first place.</p>
<p>In future plans to connect other lines to the transport, it would be nice to have an LRT connection between lines in the south (e.g. South East and South West) and lines in the North (North East and North West).</p>
<p>No</p>
<p>I am wondering if gondolas were dismissed too readily.</p>
<p>Small stations with very high frequency would be best.</p>