



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

### Project overview

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

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

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

### Engagement overview

Between May 2018 and March 2019, 3 phases of engagement for the 5<sup>th</sup> Street Underpass Enhancement project took place.

#### Phase 1: Project Discovery

This phase of engagement included a 'Walk Shop' of the area in which stakeholders toured the area with members of the project team to identify 'what was working', 'what are the concerns', and 'what are the opportunities'. This phase also included a 'Design Blitz' in which participants could provide feedback in person at a kiosk directly on site from May 30 – June 16, 2018. This phase was also accompanied by online engagement during the same time period.

#### Phase 2: Concept Exploration

This phase of engagement included a workshop for the project team, steering committee, and targeted internal and external stakeholders. This phase collected feedback on three concepts presented with the intent of selecting a preferred option that was to be refined and presented back to the public in the next phase of engagement. The workshop took place on October 9, 2018.

#### Phase 3: Preferred Concept Development

This phase of engagement included an onsite kiosk directing stakeholders to provide feedback online. The online engagement was open from February 4-14, 2019.



## Phase 1: Project Discovery

### What We Asked

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

1. What currently works well for the underpass?
2. What elements of the underpass need improvement?
3. What opportunities do you see for the underpass?

### What We Heard

The following are the themes that emerged from the question ‘*What currently works well for the underpass?*’ in order of most frequent to least frequent:

Sidewalk and pedestrian space
Bike/ cycle track
Structure/ connections
Openness/ visibility
Public art/ greening
Lighting
Cleanliness/ maintenance
Snow removal

The following are the themes that emerged from the question ‘*What elements of the underpass need improvement?*’ in order of most frequent to least frequent:

Lighting
Sidewalk/ pedestrian space
Bikes/ cycle track
Cleanliness/ maintenance
Structure/ connections
Public art/ greening
Snow removal
Openness/ visibility
Safety



## 5th Street Underpass Enhancement

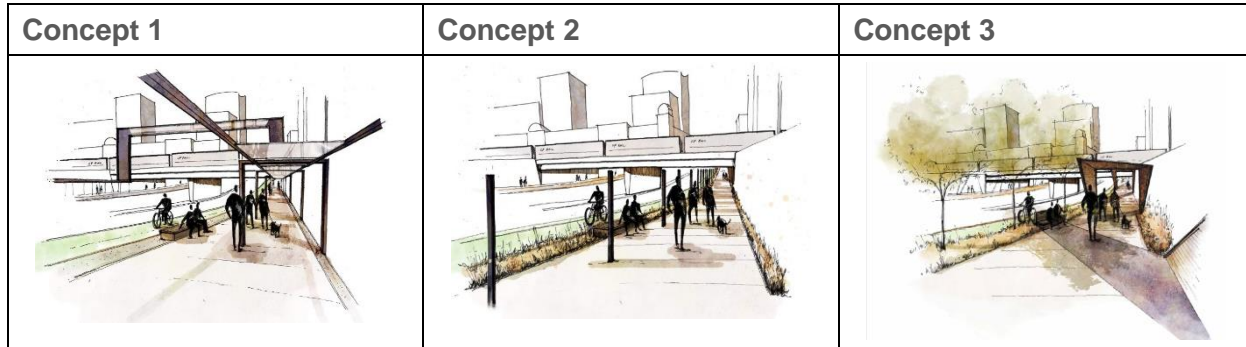
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The following are the themes that emerged from the question '*What opportunities do you see for the underpass?*' in order of most frequent to least frequent:

	Public art/ greening
	Lighting
	Sidewalk/ pedestrian space
	Bike/ Cycle track
	Cleanliness/ maintenance
	Openness/ visibility
	Snow removal

## Phase 2: Concept Exploration

Participants were presented with three options and the design qualities of each option was presented in detail. Participants were asked to complete a worksheet regarding each option to help identify the best option for further development. A sample of the options is presented below.



## What We Asked

The questions on the worksheet were as follows:

Vision + Objectives	Provide feedback on the Vision and Objectives, including if anything missed or could be improved.	RANK
Underpass + Roadway (10 to 11 Ave) Geometry	What are your thoughts on reconfiguration of the curb + gutter geometry? Any concerns based on your area of specialization?	RANK
Option 1: Framing the Rail	Does this option achieve the Vision and Objectives? What are the strengths and weaknesses of this concept? What is missing from this concept?	RANK
Option 2: Subterranean Experience	Does this option achieve the Vision and Objectives? What are the strengths and weaknesses of this concept? What is missing from this concept?	RANK
Option 3: Linear Park	Does this option achieve the Vision and Objectives? What are the strengths and weaknesses of this concept? What is missing from this concept?	RANK
Impacts to your Business Unit or Organization	Are there any positive and negative impacts to this project for your BU or organization? How can we mitigate these impacts?	RANK
Other Considerations	Anything else you would like to add?	



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### What We Heard

The following are the themes that emerged from the question ‘*Provide feedback on the Vision and Objectives, including if anything missed or could be improved?*’ in order of most frequent to least frequent:

<b>General Themes</b>	Generally positive feedback
	Encourage more focus on safety and comfort

The following are the themes that emerged from the question ‘*Underpass + Roadway (10 to 11 Ave) Geometry - What are your thoughts on reconfiguration of the curb and gutter geometry? Any concerns based on your area of specialization?*’ in order of most frequent to least frequent:

<b>General Themes</b>	Positive feedback on extending the project between 10th and 11th Avenues
	Some concern over narrowing the lanes – ensure that transit can still turn and function
	Encourage better barriers between cyclists and vehicles (more permanent)
	Less support for elevating the bike lane

The following are the themes that emerged from the question ‘*Option 1: Framing the Rail - Does this option achieve the Vision and Objectives? What are the strengths and weaknesses of this concept? What is missing from this concept?*’ in order of most frequent to least frequent:

<b>Critical Themes</b>	Concern with the reflective surface for the public art concepts
	Concern for visibility and safety of both pedestrians and drivers
	Concern for the canopy and other structural elements



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The following are the themes that emerged from the question ‘*Option 2: Subterranean Experience - Does this option achieve the Vision and Objectives? What are the strengths and weaknesses of this concept? What is missing from this concept? What is missing from this concept?*’ in order of most frequent to least frequent:

<b>Supportive Themes</b>	Markers are noted as “whimsical”
	Markers as lighting is good for the pedestrian experience
	More open than option 1
<b>Critical Themes</b>	Markers may be an obstacle for pedestrians
	Concerns for materials and constructability of markers
	Generally needs further design and consideration

The following are the themes that emerged from the question ‘*Option 3: Linear Park - Does this option achieve the Vision and Objectives? What are the strengths and weaknesses of this concept? What is missing from this concept? What is missing from this concept? What is missing from this concept?*’ in order of most frequent to least frequent:

<b>Supportive Themes</b>	Generally like the canopy – wood would keep the space feeling warm
	Celebrates the connections between the 2 rivers
	Positive feedback on the public art lighting ideas
	Planting is a benefit and an interesting add to the underpass environment
<b>Critical Themes</b>	Winter maintenance
	Some concern for vegetation in a vehicular environment
	Some concern for the canopies – ideas need to be progressed

The following are the themes that emerged from the question ‘*Are there any positive and negative impacts to this project for your BU or organization? How can we mitigate these impacts? What is missing from this concept?*’ in order of most frequent to least frequent:

<b>General Themes</b>	Long term maintenance
	Constructability
	Ensure we consider the adjacent properties and how pedestrians interact with those businesses



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The following are the themes that emerged from the question ‘*Anything else you would like to add?*’ in order of most frequent to least frequent:

<b>General Themes</b>	Desire to add trees and vegetation to concepts 1 & 2
	General concern for durability and winter maintenance

**Overall Summary:** The following are overall themes that emerged from second phase of engagement.

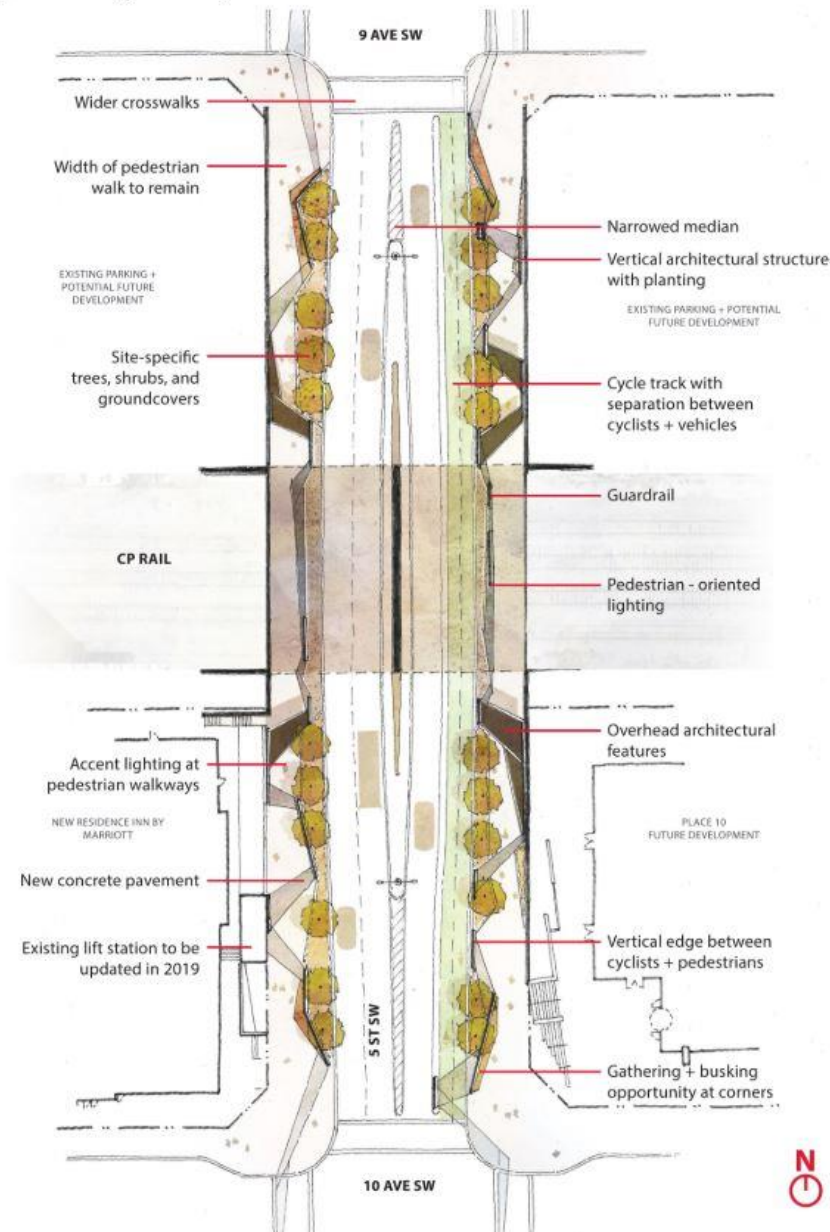
<b>General Themes</b>	Concept #3 was the preferred
	Elements of concept #2 are encouraged to be incorporated
	Concept #1 had little support and a high number of concerns
	General support for the use of plant material – ensure that maintenance and durability are considered
	Support for revising the laneway geometry to allow for wider sidewalks and lane narrowing between 10th and 11th Avenues
	Encourage better separation between bike and vehicles (more permanent)
	Do not elevate the bike lanes, keep at same elevation as road
	Narrowing the lanes is possible, but need to consider room for buses and turning radius required



## Phase 3: Preferred Concept Development

Stakeholders were presented a preferred concept that was designed based on the feedback from the previous phases of engagement. During Phase 2 engagement, the *Option 3: Linear Park* was identified as having the greatest potential for development as a preferred concept. The design team continued to refine that concept and presented it to stakeholders and the public.

Underpass Design Concept







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## What We Asked

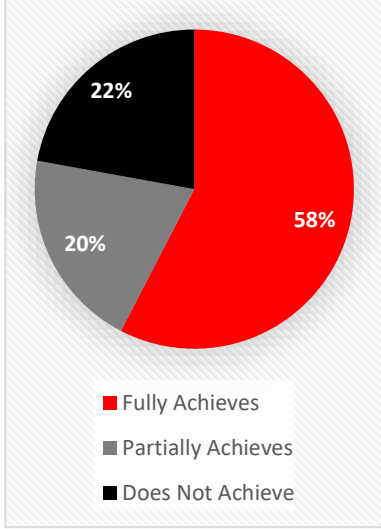
Participants were asked to provide feedback on if the design achieves the project vision, goals and objectives. This included a ranking (fully achieves, partially achieves, does not achieve) and an opportunity to provide detailed, qualitative feedback by asking “tell us why” for each objective.

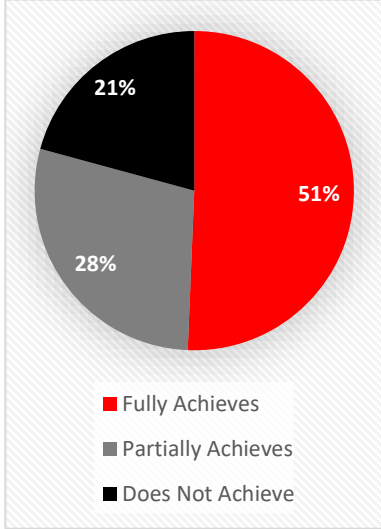
The objectives that were used for the purposes of evaluation and assessment were as follows:

<b>Mobility + Functionality Objectives</b>	<b>Safety &amp; Social Objectives</b>	<b>Design &amp; Aesthetic Objectives</b>
<ul style="list-style-type: none"><li>• Balance the modal split between pedestrians, cyclists, transit, and vehicles</li><li>• Make movement an enjoyable experience</li><li>• Consider long-term operations and maintenance</li></ul>	<ul style="list-style-type: none"><li>• Improve perceptions of safety</li><li>• Enhance lighting</li><li>• Improve integration with existing and future adjacent developments</li></ul>	<ul style="list-style-type: none"><li>• Make “wasted space” useful</li><li>• Provide elements of discovery and curiosity through art and design</li><li>• Incorporate trees and vegetation</li></ul>

## What We Heard

A summary of the ranking activity and outcome themes for each objective is provided below.

<b>Mobility + Functionality Objective #1</b>										
<p><b>Balance the modal split between pedestrians, cyclists, transit, and vehicles</b></p>	<p>Does the design achieve the vision, goals and objectives?</p>	 <table border="1"> <caption>Achievement Levels</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>58%</td> </tr> <tr> <td>Partially Achieves</td> <td>20%</td> </tr> <tr> <td>Does Not Achieve</td> <td>22%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	58%	Partially Achieves	20%	Does Not Achieve	22%
Category	Percentage									
Fully Achieves	58%									
Partially Achieves	20%									
Does Not Achieve	22%									
Supportive Themes	Neutral Themes	Critical Themes								
<ul style="list-style-type: none"> <li>• General support for proposed design</li> <li>• Supportive of separation between cyclists and vehicles</li> <li>• Supportive of vegetation/green space</li> <li>• Concepts supports multi model transportation</li> <li>• Proposed widths work well</li> <li>• Pedestrian space works well</li> <li>• Well lit</li> </ul>	<ul style="list-style-type: none"> <li>• Desire for increased sidewalks both at underpass and in connecting pathways</li> <li>• Comments relating to timing of lights for pedestrian crossing adjacent to underpass</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of support for proposed width for vehicle lanes (too narrow)</li> <li>• Lack of support for bike lanes contributing to the decrease in the width for vehicle lanes</li> <li>• Concern that this project is an inefficient use of tax dollars</li> <li>• Concern the proposed design is too clustered/compressed</li> <li>• Concern pedestrian sidewalks not wide enough</li> <li>• Concern proposed design will contribute to loitering</li> <li>• Snow clearing concerns</li> </ul>								

<b>Mobility + Functionality Objective #2</b>										
<p><b>Make movement an enjoyable experience</b></p>	<p>Does the design achieve the vision, goals and objectives?</p>	 <table border="1"> <caption>Achievement Levels</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>51%</td> </tr> <tr> <td>Partially Achieves</td> <td>28%</td> </tr> <tr> <td>Does Not Achieve</td> <td>21%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	51%	Partially Achieves	28%	Does Not Achieve	21%
Category	Percentage									
Fully Achieves	51%									
Partially Achieves	28%									
Does Not Achieve	21%									
<b>Supportive Themes</b>	<b>Neutral Themes</b>	<b>Critical Themes</b>								
<ul style="list-style-type: none"> <li>• General support for proposed design</li> <li>• Supportive of vegetation/green space</li> <li>• Supportive of the amount of lighting in proposed design</li> <li>• Concepts supports multi model transportation</li> <li>• Pedestrian space works well</li> <li>• Proposed widths work well</li> <li>• Proposed design is aesthetically pleasing</li> </ul>	<ul style="list-style-type: none"> <li>• Not enough details on public art to provide feedback on that aspect of the design</li> </ul>	<ul style="list-style-type: none"> <li>• General lack of support for project and its associated cost</li> <li>• Lack of support for bike lanes contributing to the decrease in the width for vehicle lanes</li> <li>• Lack of support for proposed width for vehicle lanes (too narrow)</li> <li>• Concern proposed design will contribute to loitering (specific reference to seating areas)</li> <li>• Concern the focus should be on function vs. aesthetics</li> <li>• Desire for separated cycle track to be at grade with pedestrian pathway resulting in cycle track having less change in elevation</li> <li>• Construction timeline concerns</li> <li>• Concern the proposed design is too clustered/compressed</li> <li>• Drainage concerns</li> </ul>								

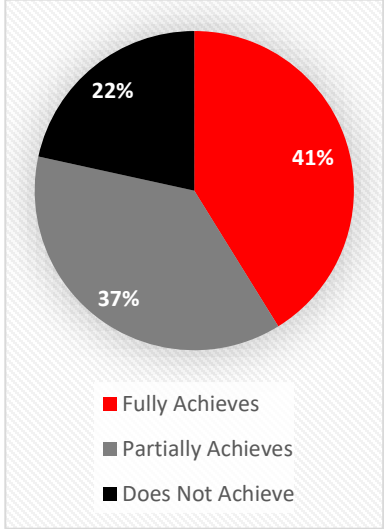


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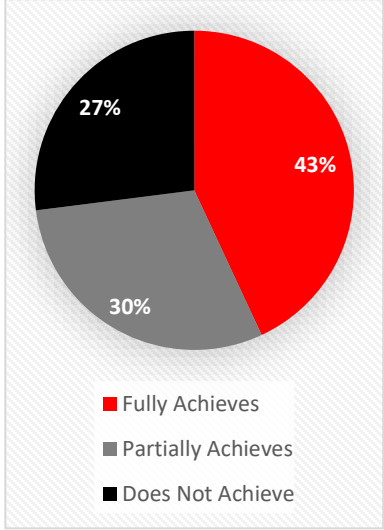
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		<ul style="list-style-type: none"><li>• General safety concerns</li></ul>
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<b>Mobility + Functionality Objective #3</b>										
<p><b>Consider long-term operations and maintenance</b></p>	<p>Does the design achieve the vision, goals and objectives?</p>	 <table border="1"> <caption>Achievement Levels</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>41%</td> </tr> <tr> <td>Partially Achieves</td> <td>37%</td> </tr> <tr> <td>Does Not Achieve</td> <td>22%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	41%	Partially Achieves	37%	Does Not Achieve	22%
Category	Percentage									
Fully Achieves	41%									
Partially Achieves	37%									
Does Not Achieve	22%									
<b>Supportive Themes</b>	<b>Neutral Themes</b>	<b>Critical Themes</b>								
<ul style="list-style-type: none"> <li>• General support for proposed design in terms of long term operation and maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Desire for underpass to have regular maintenance and cleaning</li> </ul>	<ul style="list-style-type: none"> <li>• Lifecycle concerns for vegetation and desire for this vegetation to be resilient</li> <li>• Lifecycle concerns for wood material</li> <li>• General lack of support for project and its associated cost</li> <li>• Graffiti concerns</li> <li>• Concern proposed design will contribute to loitering (specific reference to seating areas)</li> <li>• Concern the focus should be on function vs. aesthetics</li> <li>• Desire for separated cycle track to be at grade with pedestrian pathway resulting in cycle track having less change in elevation</li> <li>• Construction timeline concerns</li> <li>• Overhead architectural features may have negative effect on maintenance</li> </ul>								



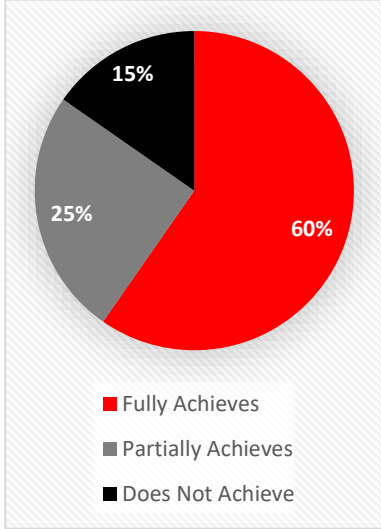
		<ul style="list-style-type: none"> <li>• Concern proposed design will contribute to loitering</li> <li>• General safety concerns</li> </ul>								
<b>Safety &amp; Social Objective #1</b>										
<p><b>Improve perceptions of safety</b></p>	<p>Does the design achieve the vision, goals and objectives?</p>	 <table border="1"> <caption>Achievement Levels</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>43%</td> </tr> <tr> <td>Partially Achieves</td> <td>30%</td> </tr> <tr> <td>Does Not Achieve</td> <td>27%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	43%	Partially Achieves	30%	Does Not Achieve	27%
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Partially Achieves	30%									
Does Not Achieve	27%									
<b>Supportive Themes</b>	<b>Neutral Themes</b>	<b>Critical Themes</b>								
<ul style="list-style-type: none"> <li>• Support for enhanced lighting within the underpass</li> <li>• Support for the separation between vehicles and cyclists</li> <li>• General support that the design improves the perception of safety</li> </ul>	<ul style="list-style-type: none"> <li>• Desire for underpass to have regular maintenance and cleaning</li> <li>• Desire for underpass to be well utilized and have 'eyes on the street'.</li> </ul>	<ul style="list-style-type: none"> <li>• Concern for design contributing to loitering with specific reference to benches and vegetation.</li> <li>• Concern that narrow sidewalks and reduced sightlines do not contribute to safety</li> <li>• General lack of support for project and its associated cost</li> <li>• Concern for safety of the connections North and Southbound of underpass.</li> <li>• Desire for separated cycle track to be at grade with pedestrian pathway resulting in cycle track having less change in elevation</li> <li>• Construction timeline concerns</li> <li>• Drainage safety concerns</li> </ul>								

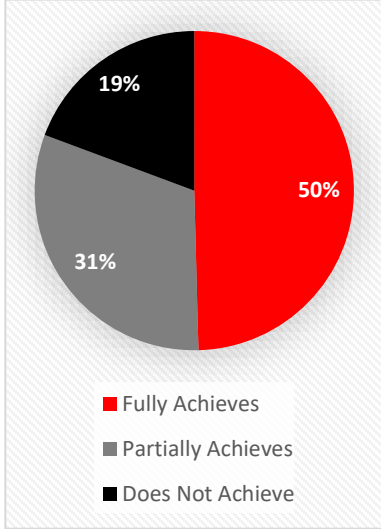


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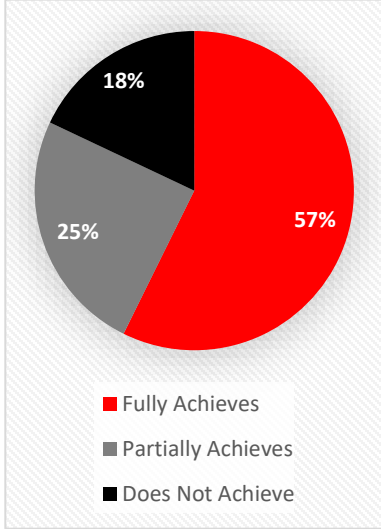
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		<ul style="list-style-type: none"><li>• Lack of support for narrowed traffic lanes</li></ul>
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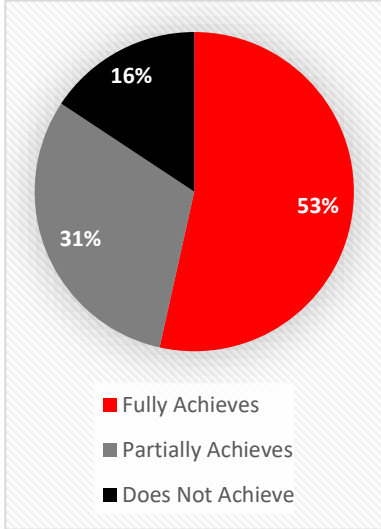
<b>Safety &amp; Social Objective #2</b>										
<p><b>Enhance lighting</b></p>	<p>Does the design achieve the vision, goals and objectives?</p>	 <table border="1"> <caption>Achievement Levels</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>60%</td> </tr> <tr> <td>Partially Achieves</td> <td>25%</td> </tr> <tr> <td>Does Not Achieve</td> <td>15%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	60%	Partially Achieves	25%	Does Not Achieve	15%
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<p><b>Supportive Themes</b></p>	<p><b>Neutral Themes</b></p>	<p><b>Critical Themes</b></p>								
<ul style="list-style-type: none"> <li>Support for enhanced lighting within the underpass</li> </ul>	<ul style="list-style-type: none"> <li>Inadequate details of lighting in design to provide meaningful feedback</li> <li>Desire for functional, low cost, efficient lighting vs. aesthetically pleasing lighting</li> <li>Lighting critical for safety of underpass</li> </ul>	<ul style="list-style-type: none"> <li>General lack of support for project and its associated cost</li> </ul>								

<b>Safety &amp; Social Objective #3</b>										
<p><b>Improve integration with existing and future adjacent developments</b></p>	<p>Does the design achieve the vision, goals and objectives?</p>	 <table border="1"> <caption>Achievement Levels</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>50%</td> </tr> <tr> <td>Partially Achieves</td> <td>31%</td> </tr> <tr> <td>Does Not Achieve</td> <td>19%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	50%	Partially Achieves	31%	Does Not Achieve	19%
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<p><b>Supportive Themes</b></p>	<p><b>Neutral Themes</b></p>	<p><b>Critical Themes</b></p>								
<ul style="list-style-type: none"> <li>General support that the design does integrate with existing and future adjacent developments</li> </ul>	<ul style="list-style-type: none"> <li>Importance of integrated connection with Marriott site</li> </ul>	<ul style="list-style-type: none"> <li>General lack of support for project and its associated cost</li> </ul>								

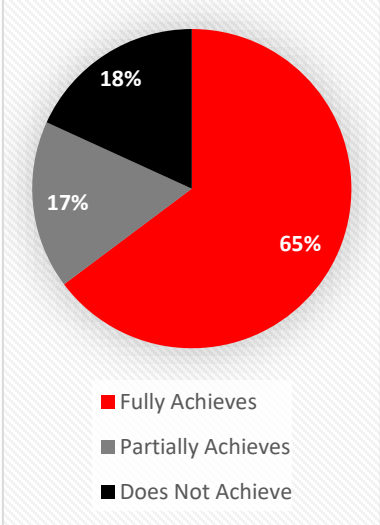
*\*\*Note – much of the feedback to this question did not fall into specific themes and in many cases wasn't a response to the question asked. It is recommended that the reader view the verbatim section to get a fulsome understanding of the feedback.*

<b>Design &amp; Aesthetics Objective #1</b>										
<p><b>Make “wasted space” useful</b></p>	<p>Does the design achieve the vision, goals and objectives?</p> <ul style="list-style-type: none"> <li>• Fully Achieves</li> <li>• Partially Achieves</li> <li>• Does Not Achieve</li> </ul>	 <table border="1"> <caption>Achievement Levels</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>57%</td> </tr> <tr> <td>Partially Achieves</td> <td>25%</td> </tr> <tr> <td>Does Not Achieve</td> <td>18%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	57%	Partially Achieves	25%	Does Not Achieve	18%
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Fully Achieves	57%									
Partially Achieves	25%									
Does Not Achieve	18%									
Supportive Themes	Neutral Themes	Critical Themes								
<ul style="list-style-type: none"> <li>• The design achieves the goal of making ‘wasted space’ useful</li> <li>• Supportive of vegetation/green space</li> <li>• Supportive of open concept and use of space</li> <li>• Support for public art in underpass</li> </ul>	<ul style="list-style-type: none"> <li>• Desire for underpass to be well lit</li> <li>• Desire for heated indoor walkway</li> </ul>	<ul style="list-style-type: none"> <li>• General lack of support for project and its associated cost</li> <li>• Concern the focus should be on function vs. aesthetics</li> <li>• Lack of support for narrowed traffic lanes</li> <li>• Concern for design contributing to loitering</li> <li>• Construction timeline concerns</li> </ul>								

*\*\*Note – much of the feedback to this question did not fall into specific themes and in many cases wasn’t a response to the question asked. It is recommended that the reader view the verbatim section to get a fulsome understanding of the feedback.*

<b>Design &amp; Aesthetics Objective #2</b>										
<p><b>Provide elements of discovery and curiosity through art and design</b></p>	<p>Does the design achieve the vision, goals and objectives?</p> <ul style="list-style-type: none"> <li>• Fully Achieves</li> <li>• Partially Achieves</li> <li>• Does Not Achieve</li> </ul>	 <table border="1"> <caption>Chart Data</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>53%</td> </tr> <tr> <td>Partially Achieves</td> <td>31%</td> </tr> <tr> <td>Does Not Achieve</td> <td>16%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	53%	Partially Achieves	31%	Does Not Achieve	16%
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Partially Achieves	31%									
Does Not Achieve	16%									
Supportive Themes	Neutral Themes	Critical Themes								
<ul style="list-style-type: none"> <li>• The design achieves the goal of ‘Provide elements of discovery and curiosity through art and design’</li> <li>• Supportive of public art being incorporated into design</li> </ul>	<ul style="list-style-type: none"> <li>• Not enough information provided for participants to provide meaningful feedback</li> </ul>	<ul style="list-style-type: none"> <li>• Concern the focus should be on function vs. aesthetics</li> <li>• General lack of support for project and its associated cost</li> </ul>								

*\*\*Note – much of the feedback to this question did not fall into specific themes and in many cases wasn’t a response to the question asked. It is recommended that the reader view the verbatim section to get a full understanding of the feedback.*

<b>Design &amp; Aesthetics Objective #3</b>										
<p><b>Incorporate trees and vegetation</b></p>	<p>Does the design achieve the vision, goals and objectives?</p> <ul style="list-style-type: none"> <li>• Fully Achieves</li> <li>• Partially Achieves</li> <li>• Does Not Achieve</li> </ul>	 <table border="1"> <caption>Achievement Levels Data</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Fully Achieves</td> <td>65%</td> </tr> <tr> <td>Partially Achieves</td> <td>17%</td> </tr> <tr> <td>Does Not Achieve</td> <td>18%</td> </tr> </tbody> </table>	Category	Percentage	Fully Achieves	65%	Partially Achieves	17%	Does Not Achieve	18%
Category	Percentage									
Fully Achieves	65%									
Partially Achieves	17%									
Does Not Achieve	18%									
Supportive Themes	Neutral Themes	Critical Themes								
<ul style="list-style-type: none"> <li>• The design achieves the goal of incorporate trees and vegetation</li> </ul>	<ul style="list-style-type: none"> <li>• Comments associated with ensuring the vegetation that will be planted is resilient to the elements associated with being in a underpass</li> </ul>	<ul style="list-style-type: none"> <li>• Lifecycle concerns</li> <li>• Maintenance concerns</li> <li>• Loitering concerns associated with incorporated trees and vegetation into the design</li> <li>• General lack of support for project and its associated cost</li> </ul>								

*\*\*Note – much of the feedback to this question did not fall into specific themes and in many cases wasn't a response to the question asked. It is recommended that the reader view the verbatim section to get a fulsome understanding of the feedback.*



## 5th Street Underpass Enhancement

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<b>Other Considerations</b>		
<b>Do you have any additional comments?</b> <i>(ranked from most frequent to least frequent)</i>		
<b>Supportive Themes</b>	<b>Neutral Themes</b>	<b>Critical Themes</b>
<ul style="list-style-type: none"> <li>• General support for the proposed 5<sup>th</sup> Street Underpass</li> <li>• Support the design allows for all modes of transportation</li> <li>• Support specifically for the cycle amenities</li> </ul>	<ul style="list-style-type: none"> <li>• Desire for underpass to be well maintained and regularly cleaned</li> <li>• Desire that safety be a top priority for underpass</li> </ul>	<ul style="list-style-type: none"> <li>• General lack of support for project and its associated cost</li> <li>• Loitering concerns associated with incorporated benches and vegetation into the design</li> <li>• Construction timeline concerns</li> <li>• Concern the focus should be on function vs. aesthetics</li> <li>• Desire for separated cycle track to be at grade with pedestrian pathway resulting in cycle track having less change in elevation</li> <li>• Drainage concerns</li> <li>• Desire for local art to be incorporated</li> <li>• Safety concerns of North and South bound connections adjacent to underpass</li> </ul>





## 5th Street Underpass Enhancement

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### Next steps: what we will do

Based on stakeholder and citizen feedback, the project team will continue to revise the design. This will include addressing frequently heard critical comments. The final concept will be incorporated into a Design Development Report that will be presented for approval by The City's Transportation Leadership Team. Following approval, the concept will be further developed into contract documents, with the intent of commencing construction as early as 2020.

The following summary represents The City's response to the most comment themes discovered with the engagement.

Theme	Design Response
<b>Sidewalk width</b>	
Don't compress the sidewalks at the underpasses	The sidewalk is to remain the same width as existing at the underpass. As you exit from out of the underpass the sidewalks become wider.
Keep sidewalks wide	The City will keep wide sidewalks throughout.
<b>Maintenance</b>	
How to remove the snow from the sidewalk?	Snow removal is a consideration when designing the layout of the sidewalks, guardrails and the planters. Snow storage areas will be indicated on the detail drawing plans.
Better maintenance in pedestrian areas is required	Pedestrian areas will be maintained by the City of Calgary following construction. The design team is working with Maintenance to ensure the area can be maintained. Due to citizen concerns, The City typically provides higher levels of maintenance in underpasses than other areas of the city.
Concern for vandalism	Vandalism is a consideration when selecting materials. This will be further explored during the next phase of the project. Wood elements, which are prone to vandalism, will be removed from the design.
Concern for health of plants near the road	Salt tolerant plants and mulch will be selected for the planters adjacent to the road.
Paving surface that is not slippery	All walking surfaces will be textured to ensure they are non-slip and conform to applicable standards for slip resistance.
Ensure canopies are not climbable and will last a long time	The canopies will be deleted from the design due to maintenance and safety concerns.

<b>Modal Split Between Pedestrians, Cyclists and Vehicles</b>	
Barrier between cyclist and vehicles	There will be a slight grade and material change between cyclist and vehicles with the use of a concrete rolled curb - this will provide a visual differentiation between the vehicle lane and the cycle lane. Additional visual differentiations being considered are: painted asphalt, bike lane stencils, high visibility textures and colours outlining the extents of the bike lane.
Ensure all three modes are separated	All three lanes will be separated.
Raise cycle track to match pedestrians	The cycle track cannot be raised to match the pedestrian elevation because it serves as a bypass route for vehicles if there is a blockage at the east side of the underpass. The cycle track can be slightly raised with a rolled curb as a visual indicator.
Make the cycle track less steep at intersections	Due to cost limitations, the grades of the cycle tracks cannot be modified. Other assistive devices will be explored to make the underpass easier to use for cyclists.
<b>Lane Narrowing</b>	
Undesirable due to buses using two lanes, concern for fire dept. access	The lanes will still meet City of Calgary minimum standards which is 3.5m to the face of curb. This exceeds the lane widths provided in other existing underpasses.
Narrow the lanes (makes use of wasted space)	Narrowing lanes within acceptable standards allows for additional pedestrian and planting space to be provided.
Narrow lanes will cause traffic problems	Lane width will still meet acceptable standards for city roads. Traffic congestion is not anticipated as a result.
<b>Site Furniture</b>	
Remove benches (concern for who will be using them)	Benches will be removed from the design.
Benches, planter and / or overhead canopies might create too much clutter	In addition to the benches, the overhead canopies are being removed. The planters will not constrict pedestrian movement, as most of this space has been allocated from the removal of the central median in the design.



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<b>Public Art</b>	
Concern over cost	The contribution from public art aligns with the current public art policy, and was approved by Council to this project prior project initiation. The project team has been working closely with artist to ensure the public art components are not only aesthetically pleasing, but functional. This approach to functional, integrated artwork enhances the overall value of the project to Calgarians.
More colourful	The addition of color is being considered through the design.
Not important	Public art continues to be a controversial topic to Calgarians. This project will attempt to address common critical concerns over public art, and has been approved by Council. The City will monitor citizen feedback once the project is constructed to see how this approach resonates with Calgarians.
<b>Great Use Of Public Space / Urban Design</b>	
Improved light, art and space	
Creates a more social space	
Better to invest in pedestrian space and cycle	
<b>Lighting</b>	
Improve lighting for safety	Lighting for vehicles and pedestrians will be improved through the use of centrally located street lighting in the median and area lights in the pedestrian realm. Accent lighting will also be provided throughout the pedestrian areas.
Reasonable price and maintainable	All lighting products will be products that are cost effective, widely available and easily maintained.
<b>Safety</b>	
Wider crosswalks improve safety	Crosswalk widths will be evaluated during detailed design.
Wider sidewalk make it feel more safe	Existing sidewalk widths will generally be maintained throughout the project boundary.
Addition of a help button	A help button and surveillance cameras will be considered during detailed design.



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<b>Plant Material</b>	
Love the green / park feel	
A distraction and creates place to linger/sleep	Benches will be removed from the design. The planters will be designed so as to discourage aberrant behaviour.
<b>Traffic</b>	
Traffic pattern on 10 Ave. and 5st needs reconsideration	The City is aware of conflicts between turning vehicles and pedestrians / cyclists. Operation changes will be identified to Roads for consideration.



## Verbatim Comments

The following is a record of the feedback received through in person and online engagement. Please note: Personally identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions, the intent of the submissions remains.

### Phase 1:

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

1. What currently works well for the underpass?
  - Underpass is blank canvas, keep it simple
  - Underpass is open, good sightlines
  - Wide pedestrian realm
  - Limited depth of underpass
  - Decent lighting (though auto focused)
  - Good height
  - Width of underpass
  - Width of sidewalk
  - Smooth ground plane, (no uneven planes)
  - Clean bright, safe, open pedestrian
  - Width is sufficient for pedestrians
  - Width of path
  - Openness
  - Width of walkway
  - Width of cycle track
  - 5th cycle track is emerging access
  - Bike lane
  - Good snow clearing of cycle track/sidewalk
  - Buffer between railing + cycle track
  - Separation of bike lanes + peds
  - Cycle track is a nice width
  - Structure has good shape
  - Wide sidewalks
  - Blank Slate
  - Good concrete in the external infrastructure, external structures are in good condition
  - Bike lane size/counter/connection
  - Bright à not as cavernous/height?
  - Wide sidewalk



- Bike lane
- Overall width – height
- Sidewalks are nice width
- Cycle track is popular
- Single overhead crossing = more light
- Form in the median and walls is awesome – cool patterns
- Centron & GWL to open up to pedestrians
- Activate edges à coffee stands/restaurants
- Structure of the CP tracks
- Some elements acoustically
- Mass/Form of the CP bridge
- Width of pedestrian walk
- Day lighting into the underpass space
- Strong surfaces
- Width of sidewalk + roading
- Visibility and extents
- Unexpected urban element (LRT station)
- Scale, overall
- Texture?
- Wide pedestrian walkways
- Large spaces
- Good grading
- Overall in good shape
- Solid railings
- Edges of new development
- Very wide pedestrian sidewalks
- Barriers from traffic
- Lots of head clearing
- Cycle track is separated from traffic, comfortably wide
- Openness
- Width of pedestrian zone
- Cohesive space under the pass
- Cyclist separated people using
- Fairly light under underpass, distance to other side is short
- Easy grade transitions
- Good surfaces in underpass
- Nice long transition to underpass with walls threaded in
- Love the bike path
- Bike path



- Gets me to downtown
- Odd but good mix of traffic, bikes, and people
- Both sides being accessible
- Bikes
- Keep it clean and bike path
- The underpass is very functional for foot traffic - lots of room for commuters on foot and highly convenient.
- THE BIKE LANE! I love this bike lane to get in and out downtown from the beltline. I also do use this underpass weekly while driving and I think the current divide works. Very happy with the actual flow of traffic on this underpass.
- The bike path
- I enjoy the bike lane in the east side of the underpass. I'm not a cyclist but it's a safe place for cyclists to commute and it keeps them from tying up driving lanes.
- How wide it is and the Roman Stone walkways are a great feature.
- Lots of space for everyone. Relatively flat and open.
- Easy to access and walk through
- Nice wide sidewalks and an open feel.
- Easy access for commuters.
- It's a much wider pedestrian thoroughfare than many of the underpasses. This should be taken into consideration when renovating it and not made narrower.
- It gets me where I need to go when it's open. The pedestrian walkways don't flood during heavy rainfall. Protects pedestrians from traffic.
- large pedestrian walkways are good, triple turning lanes onto 5th from 9th Ave are also awesome! I have no problem biking under with traffic
- "The artwork is a good touch.
- I like the fact that the side walk is easily viewable by passing cars. This makes it feel more open and safe."
- The divided cycle track
- Lots of room for pedestrian traffic. I walk to work every day and there are a lot of pedestrians who gather at that underpass to head downtown. The current underpass offers plenty of room to walk comfortably.
- It's equitable for all travel modes according to their needs. One of the rare examples in Calgary. Appreciate the cycle track as it's the ONLY good cycling connection suitable to all ages and abilities between the Beltline and Downtown.
- The railings are a good thing.
- Wide sidewalks.
- It provides grade separation from the railway.
- There's a cycletrack. Yay!
- Size of the sidewalk, slope of walkway for able bodied persons.



- Wide and allows acceleration to manage the uphill
- Pedestrians have decent access.
- It has a cycle track and wide comfortable sidewalks.
- Separated bike lane from both vehicles and pedestrians. Before the bike lane, it was terrifying to use this underpass as a cyclist because drivers still try to pass you even though the road gets narrow and you are entitled to a full lane. Speed on bikes varies through the dip, which is why a shared pathway of pedestrians and cyclists would also not work.
- The separate bike lane, the friendly homeless guy who says hi to everyone.
- Its a sidewalk, it goes under the tracks so we do not have to cross them.
- Pedestrian crossings are good
- Wide walkways on either side, public artwork.
- the bike lane is amazing! I wish all of Calgary's bike infrastructure could be this good.
- The wide pedestrian width of the side walk compared to other under passes.
- Everything functions well
- I believe it has the widest sidewalks of the older downtown underpasses, so that is a plus.
- Wide sidewalks. Cycle track.
- The bike lane is not shared space with the sidewalk.
- Great for pedestrians walking
- The bike lane and sidewalks are wide. It's light and airy and not cramped.
- It's one of the nicer, more open, old ones.
- "Large sidewalk.
- Cycle lane.
- One way traffic.
- Traffic count for cyclist.
- Elevated sidewalk as to not get splashed by vehicle traffic.
- None slippery surface."
- Wide pathways and the bike lane is great.
- Dedicated cycle lanes are a key feature of this underpass improving traffic flow and safety.
- Width of pedestrian walkway
- Wide sidewalks, the cycle tracks
- The wide sidewalks work well. The cycletracks work very well in a northbound direction. I enjoy the artwork on the west side of the underpass.
- Maybe the sidewalks, but that would be it.
- traffic flow with a bike lane. Even at rush hour, the traffic moves quickly under this underpass.
- The Bike Lanes
- Wide sidewalks, cycle track, grade of the underpass
- wide unobstructed sidewalks
- The cycle tracks, the wide sidewalks.
- Wide sidewalks.





- The cycle track!
- It currently works well for pedestrians, with the virtue of being one of the few ways of walking through to downtown in that area that is not blocked off for construction. For drivers, the left turn onto 10th Avenue is difficult in that it is easy to miss cyclists coming up on the bike path. [To be clear, the bike path is a good thing. It's just that there are visibility problems in that spot.]
- The cycle track is great.
- Nice to see the cyclists using the path system
- Divided Bike Lane! Wide pedestrian walks!
- It has relatively good sightlines - you can almost see from end to end, and that's important from a safety perspective, especially as a woman, I like to scan the environment before I enter it. Also, the sidewalk is wide, so people travelling in different directions can pass comfortably.
- It is open and functional
- The cycle counter provides encouragement.
- wide side walks
- Separate lanes for cyclists and pedestrians.
- Bikes lanes and easy walking access
- Cycle tracks, wide sidewalks
- 3 wide traffic lanes, nice cycle track and wide, well sloped sidewalks
- It's nice that there is a dedicated pathway for bikes.
- Dedicated cycling lanes. Traffic lights on 9th ave to limit cycle and vehicle conflict.
- Cycle track
- It's wide for pedestrians, drains well when wet.
- The bike lane is fantastic. Makes it so much safer to commute downtown. Lights time just a bit better would help so you don't need to stop once you have momentum in climb.
- Having a cycletrack and pedestrian access on both sides
- The pedestrian area being up high and not near the cars. It makes it more comfortable for the pedestrian not to be close to cars in the confine space.
- I like how it is clean, wide.
- Bike lane. Really great to see it
- Large sidewalks
- Dedicated bike lane, pedestrian sidewalks.
- Access is good, wide enough for pedestrians
- "The addition of the bike lane has been a great improvement for bike commuting.
- I leave in Marda Loop and use that underpass everyday from March to November."
- Permeable paving is good. Great that it's wider than 8 St, 4 St, 1 St, Macleod, 1 St SE sidewalks.
- Nice and wide, great separation from the traffic.
- Wide sidewalks
- We love the underpass cycle track. Underpasses are usually so scary on bikes and this one is fabulous.



- It's nice and wide and the bike path is great.
- Bike lane, wide sidewalks
- the cycle track
- Cycling Lane
- Wide enough
- Wide enough for a lot of foot traffic on both sides. My main mode of use. Meets the needs for all users.
- Wide sidewalk/pathway, the bike lane.
- Wide sidewalks.
- Very wide
- The width for both pedestrians and cyclists is wide enough. I love the paintings! Please keep them!
- The wide sidewalks are nice--not much else
- The cycle track lane
- The bike lanes work very well and are well used. The sidewalk space is ample. During the daylight hours, there is good natural light.
- I love the wide sidewalk and the cycle track.
- "Protected bike lanes are great - ensure that they become permanent - perhaps add leaning rails at intersections
- <https://www.citylab.com/transportation/2015/02/cyclists-rest-your-weary-limbs-on-seattles-first-ever-leaning-rails/386342/>"
- Cycle tracks (though see below).
- Wide side walk, accommodates lots of people
- Bike lane and I believe that you can't turn left onto 10th heading east
- The grade
- Wide sidewalks can accommodate many pedestrians at once.
- Width of walkways
- The cycle track is the primary thing that works well here. I also appreciate that the sidewalks don't have a steep descent and incline for pedestrians.
- Cycle tracks!
- The slope is low and the sidewalk is wide.
- Having bike lane means I no longer fear for my life.
- The bike lane is good the sidewalks are wide
- Cycle track is important. Makes it much safer for everyone.
- Access
- The cycletrack and sidewalks
- Protected cycle track is excellent. Long live the cycle track. Wide sidewalks are good.
- Bike lanes and wide walkways.
- The underpass is one of the best in terms of its width for both pedestrians and for cars. Compared to other underpasses, it feels like it receives more natural light and is in a better state of repair.



- It connects 9th and 10th avenues.
- It provides access under the train route, which means trains don't interrupt pedestrians or the flow of traffic. I've used it numerous times as a pedestrian for quick access to the downtown train line, or to Steven Ave. It's in a good location and give nice access without having to wait for lights or trains. I like that it has the bike lane, it give bikes access to the same routes; the cycle counter is also neat.
- serves its purpose, accommodates people and cars
- Bike lane, turning light from 9th to 5th street going south. Nice wise pedestrian walkway.
- Wide side walks for two "lanes" of pedestrian traffic.
- The walkway, the railings, and the bike lane.
- I regularly use the bike lane and the pedestrian area.
- The wide sidewalks and artwork and especially the bike lanes although all of these elements needs to be evolved.
- I can cross the tracks.
- All pedestrians, cars and cyclists use it.
- I can get to the other side!
- Pictures on the wall
- Wide walking lanes
- I like the bike lane
- Bike lanes were a huge edition.
- Other than fulfilling the basic purpose of providing a sidewalk, not much. I'm happy that the city is making these underpasses a more pleasant walking and general commuting experience.
- If the underpass is indeed structurally sound then please leave it alone. With the 17th avenue project going on right now it turns 5th into 1 lane backing up traffic already. If lighting is an issue that's a quick cheap fix. Let's stop there.
- The width is very pedestrian friendly
- Flow through both sides - it would be even better if there was MORE DISTANCE between lights and the underpass. The bike lane really reduces risk and works well for cyclists and motorists. Wide sidewalks are important!
- I can cross 9th safely.
- Pedestrian access
- wide walkways
- There are sidewalks which is great.
- Walking under works well
- Wide sidewalks for pedestrians walking in both directions, separate bike lane, improved accessibility for disabled people crossing the streets
- Bike track, pedestrian accessible on both sides, width of sidewalks.
- The bike lane is great!
- It's wide and provides ample room for pedestrian traffic along it.
- It's bright and well lit. Comfortable walking though.



- Access
- Sidewalk
- I like it the way it is. I enjoy the painted art along the sides.
- Not much. The cycle track is good and I appreciate the wide sidewalks.
- "The cycle track
- The asphalt multi-use pathway on the east side
- Sidewalks"
- works ok as a pedestrian and i guess as a motorist
- Love the Bike lanes. Makes my commute much safer.
- The underpass is nicely sloped - it's not too steep. I like how wide the sidewalk for pedestrians is. The sperated bike lane is also great. The lighting is good, I feel safe biking and walking under it at night.
- Cycle Track is great! Love it!
- Location - there's only really 1,4,5 and 8th street to get across the train lines . Seperate biking lanes are good!
- Wide sidewalks
- Everything, really. No complaints.
- Wide walkway for pedestrians. The art helps make it a nicer place to walk through.
- The public art and the bike lanes.
- Nice to have a bike lane.
- Bike lane!
- Wide sidewalks. Bike path.
- I absolutely love the bike meter in the underpass. Apart from that...
- Wide sidewalks efficient means for cyclists and pedestrians to move in and out of downtown.
- The sidewalks are wide. While I am not a fan of bike paths in general - but it works well.
- It's open for use and not under construction like every other street and underpass in this city with the glaring exception of those that need most attention. Like 14th street west for instance, which is where the sidewalk crumbles into the street more each day
- Space to walk.
- Space of the walkways
- The quick access to 9th Ave from 10th ave.
- Seems to do the trick for a separate cycle track. I like the counter thing too!
- It's wide and tall - unlike other overpasses in the city, it doesn't feel cramped.
- It allows people walking, in cars and on bikes to go under the train tracks.
- I love that it has bike lanes. As a biker, I don't want to be on the sidewalk with pedestrians because it is not fair to them, but the vehicle lanes under bridges are particularly scary for a biker. The bike lanes give me my own space to be safe and not in anyone's way.
- Bike lanes but it would be better if there is a one bike lane on both east and west side.



- The bike lane is great - I use it all the time - and the wide sidewalks are nice, especially when it's busy.
- The bike lane
- Wide walkways
- I'm glad for the bike path, I would love to see something to make it more bike friendly, like not having to start at such a steep incline to get going north from the south side of the intersection. What kinds of innovation can we find from other bike friendly cities?
- It provides access from 9Ave to 10Ave.
- I really appreciate the bike lanes! And I have always found being a walker to be acceptable as well.
- Enough room for pedestrians without crowding
- Pedestrian walk way is good. You guys need to clear the snow in the winter though. Enough with the bike lanes, those should not be priority. Leave the underpass as it is. I use it every day.
- "Pedestrian access is wide and allows pedestrians to flow well in both directions. The under pass
- Is bright and open. Vehicle traffic moves smoothly in and out of downtown."
- The width of the pedestrian sidewalks is excellent especially compared to the one at 4th and the one at 8th. It rarely gets too congested to allow users to pass.
- The bike lane
- The amount of space for cyclist.
- It's open (as opposed to half of the 4th street underpass).
- Wide sidewalks. Separated space for bicycles.
- The help buttons. Some very sketchy characters hang out under that bridge, and when I (a single female) am walking home from either work or wherever the help buttons make me feel safe.
- It gets me into downtown and keeps me safe from car traffic.
- Enough space for pedestrians on the sidewalks
- "Access and egress to 9th ave on both east and west sides.
- Well lit, well traveled throughout day and night.
- Revolving art installations were cool! Bring them back!"
- Brightening it up with lights and cleaning it up with fresh paint
- I love the cycle track under 5th. I use it every day. Through the winter it was usually not terribly icy.
- That you don't use more space for cyclists. It's an underpass for cars
- The wide lanes for pedestrians and bikes, lots of room for traffic flow
- wide sidewalks,
- It's wide.
- It's open and you can walk through it.
- The sidewalks on both sides allow pedestrians to access the areas they want.
- Its spaciousness for comfortable walking through the underpass.
- Lighting and art
- Large sidewalks, more car lanes.
- Ability tide my bike when not in vehicle traffic.



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- The addition of the cycle track provided the first real viable link into downtown for those of us South without a large diversion, so thank you for building that.
- I live in the Beltline and take this route on a daily basis on my commute to work. I ride my bike on the cycle track and really appreciate that there is a dedicated bike lane on this underpass. There are a lot of pedestrians also using the underpass. The one-way vehicle traffic is pretty steady and not very congested even during rush hour so this is good.
- Like the wide walkways
- The wide sidewalks on each side.
- The part that is covered works fine in winter
- Separation of cyclists and pedestrians, unlike other passes where the sidewalk and cycle lane merge together
- Wide sidewalks.
- the cycletracks and pedestrian walkway
- For walking, It's fine the way it is
- Wide sidewalks.
- Safe to walk and no zoomed over by the favoured cyclists
- It is solid, and has enough room for two ways of foot traffic.
- The cycle lane was a game changer for cycling south from down town. This used to be a tough street to cycle down in the middle of traffic and the nearest safe options to get south are 10th street and 4th street NW.
- The siewak size
- The seperation from cars and the road.
- Width of sidewalks, general sight lines, cleaner and easier to remove snow from. Cycle track provides more buffer from vehicles.
- I lived in the east village while the underpass was being built and prior to it's existence it was difficult to walk to the saddledome and driving wasn't much easier. It's created a connection that had part of city cut off.
- Not too sure what's working well. Really one of the few options as a pedestrian to get over to 12th ave from the c-train.
- It is an effective way to connect parts of the city for pedestrian travel.
- Not too sloped
- Bike Lanes.
- Car traffic and pedestrian traffic
- It's wide and clean
- Bike lane is GREAT! I like the bike ride counter showing how many people have been using the lanes. I like how wide the pedestrian walkway is.
- Cycle infrastructure works reasonably well.
- The sidewalk is very wide, making walking during busy times easy.
- It is pretty clean and passable. It's adequately wide.



- The sidewalk width and bike lanes
- The width.
- Wide sidewalk
- I like how wide the pathway is compared to the older version which was very narrow. I also think the bike lanes are well done.
- The bike lane is at the same level as cars so cars can see you as they try to turn left onto 10 Ave. (As opposed to the bike lanes on Olympic way SE where I constantly experience that the cars cannot easily see me and fear they are going to hit me as a consequence as they turn onto 9 Ave or into the alley behind Village Ice Cream or onto 11 Ave )
- Wide sidewalks, support banisters for people who have difficulty walking, cycle path is awesome. Artwork is a great idea, but find a way to graffiti proof it from the idiots who want to tag it.
- The bike lane.
- The cycle track - it's the best connection to get from one side of the CP tracks to the other.
- At least there's a cycletrack! Now, pedestrians, drivers and cyclists all have good dedicated space.
- I'm so glad there's a bike lane in there now
- It is a wonderful connection from the river side downtown to the south side of the railway
- The cycle track on 5 St for this underpass is a vital part of my commute and is one of the busiest areas downtown in terms of cyclist traffic.
- How wide the sidewalk is
- The cycle track! So much safer for me and my family.
- Wide sidewalks are no longer competing for space with bikes and are ripe for vendors, etc
- Love the cycle track here!!! I use it every day to get to work.
- Convenient to cut under Bow Trail/9th Ave.

## 2. What elements of the underpass need improvement?

- Rail ROW provides access for graffiti
- Poor night light
- Surface smooth encourages skateboard
- Solid rail limits natural surveillance
- Railing not working
- Lighting could be better
- Curbs on driving/bike path
- Angle of cycle track at intersection not ideal, very steep
- Poor cycling sightlines SB at 10 Av
- Improve cyclist sign direction i.e. at median



- Get rid of footing for traffic lights + walls
- Calgary Transit movements SBL onto 9 Av & SBT to SBL onto 12 Av
- Ped/cyclist conflict at 9 + 8
- OH lightstand in intersection 9 + 8th
- Clean up overheads
- Inconsistent wheelchair letdowns
- Some narrow transitions on SW of 5th
- Make traffic directions & turns more clear
- Median is great opportunity
- A lot of different materials
- Bike lane has poor separation
- Dark under underpass
- Poor transition light/dark light
- Lots of weird footing and transitions at ground level
- Pairing & walls seem dated and old
- Non-scaled handrail seems unnecessary – not used
- May have to deal with CPR LED advertising display on bridge
- Concrete jungle – opportunity for greenery
- Wasted space with central median
- Underside of pass isn't well lit
- Lighting level
- Small adjacent pedestrian spaces on street crossing
- Bicyclists get endangered by cars
- Disconnect from adjacent context
- Singular in experience
- Uneven
- Access and sloping area of bike lane
- Sight lines on bike lane/traffic turning
- Blandness/unmemorable underpass
- Interface with adjacent properties
- Parking lots on both North corners
- Red hand rail
- Narrow sidewalks on 9th Ave South & 5th/10th intersection
- Separate cars from bikes à feels like an after thought
- Lighting is insufficient
- No human scale
- Focus is on circulation – no opportunities for stopping (Ped/Cyclists)
- Public art are not at eye level
- Left turn/bike crossing





## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Lighting level
- Bike steep
- Bike lane not protected
- Bikes/LT buses conflict
- Bikes turning EB to SB an issue
- Pattern on walls
- No bike path
- The plain Jane
- 9th Ave lights don't give pedestrians all walking opportunities
- Keep it clean
- Lighting
- Less "Art", more functionality
- Keep it clean and bike path
- Lighting, cleanliness, trash disposal, youth at risk, art imitative
- Lights + help button
- Pedestrian walk way is good. You guys need to clear the snow in the winter though. Enough with the bike lanes, those should not be priority. Leave the underpass as it is. I use it every day.
- Get rid of the bike lanes; the space they take up in lieu of this pretentious contradictory "green" initiative, and the congestion that occurs as a result of this half-wit idea, more than contributes to excess emissions by causing bottlenecks in traffic throughout the entire DT core, meaning people are stuck in traffic even longer than they would without these idiotic bike lanes.
- Almost nothing. For pedestrians it is loud and too close to vehicles and spray. Safety is a concern between cars and 'residents'. Lighting is poor. There is zero design appeal and no natural elements.
- As a woman, walking this underpass gives me the sensation of being trapped. There are many transient people who also like to camp out in the shelter of the underpass and so having no way to escape if you needed to is challenging. It can be intimidating and I would never walk into this dark tunnel-like underpass after it gets dark.
- The overall look, it is very gloomy. The times that I have walked on the under path is rather unnerving as a woman. It's not lit very well and I can't remember if this one has the hidden staircase that make it rather scary if there's a transient person there.
- Lighting, artwork
- Could use more lights.
- "It needs better lighting and some sort of personality. Incorporating embedded LED lighting as was done in the underpass at 9th Ave. & 4th St. SE would be an excellent way to achieve this.



- As well, the old concrete overhangs from the rail line should be spruced-up or modernized with stainless steel framing or something like the above-mentioned underpass. That particular project sets the standard for upgrading the remaining Downtown underpasses."
- Cycle track needs to be more than just plastic barriers (ie: permanent concrete buffer to project from cars). Brighter lighting. More inviting (eg: colour, art, cleanliness)
- "1. In the winter it is not cleaned by the city. (Many people slipping and falling on a daily basis). So icy and so much snow.
- Not well lit.
- No art work
- Bikers are aggressive at this intersection.
- No emergency button."
- Needs better lighting. many women are hesitant to use the underpass at night because it feels unsafe, but the route around is very long. Also the walkway is already beginning to wear, and become slightly uneven on the north west side.
- Snow removal on the sidewalks would really be helpful - the bike lanes get cleared but the sidewalks are a complete mess. I use this underpass five days a week to walk to work and I don't remember one day it was cleared all winter. During the winter months you have more people walking than biking - unless the goal is to have the walking population use the bike lanes - it would be good to have snow maintenance on the sidewalks.
- Bike lane hogs too much room when driving (too wide) and centre divider creates traffic nightmares during rush hour. I like the underpass as a pedestrian but hate it as a driver. At night the underpass could use better lighting.
- It's an eyesore.
- Aesthetic, lighting, noise control, surface
- The walkway/sidewalk is old. The bridge itself is dingy and weathered. The lighting definitely needs to be enhanced. There are always homeless people asking for money. I think that they should not be allowed to stay there. It makes the walk very uncomfortable for a young woman like myself at night. I have even seen the occasional MOUSE running around!!!
- My god, this thing is like a trash fire half the time. Used as an outhouse by any one drunk enough not to be able to tell the difference between this and a toilet. Better lighting is absolutely necessary to move this away from remaining an aforementioned outhouse and from appearing like an obvious "avid if you're low on hit points" area in a video game.
- Flooding of roadway during heavy rainfall. I often think about how trapped I'd be if attacked ... no way off the walkway other than forward or back (roadway too far down from walkway for either escape or help from there).
- It smells like pee.
- safer bike/car management maybe? I don't mind it really.
- It could do with more lights to make visibility easier at night.
- Better lighting. It's also often obstructed by people sitting or lying under it.
- Art that has been stolen from artists without consultation or payment. Stolen art.



- The design could be updated.
- Consider separate-phase signals for motorists and cyclists at 5th Street. This may make it safer for cyclists and easier for motorists to make a left turn onto 10th Avenue from southbound 5th Street. Consider a bike turn box for cyclists turning to westbound 10th Avenue from southbound 5th Street, as 10th Avenue remains a relatively popular bike corridor. Make the dividers between the cycle track and general purpose lanes nicer, like on 7th Street SW.
- More lights to be added for night time use.
- Scary and not well lit at night. The pavement is very uneven.
- It needs to be wider for vehicles and have separated lanes for bicycles.
- Lack of lighting, "hostile" design elements that discourage panhandlers and loiterers, rough walking/rolling surface for wheelchairs, slope of walkway for wheelchairs / disabled walkers.
- "Synch the light so that we don't waste momentum going north in Amy and going south in pm
- Also ice forms in the winter spring after melt... better drainage
- Maybe some art"
- It's ugly, dirty and lots of garbage. Panhandlers are there daily.
- Lit up at night and not dark, security camera and help buttons
- "Public Art - namely the complete lack of.
- Connections are very poor - namely 9th Ave sidewalks are abhorrent on the N side and on the S side there is a constant danger of being left hooked by vehicles while on a bike. Left turns should be prohibited or bike priority maintained.
- Cycle track also sorely needs to be made permanent and separation upgraded/maintained.
- Detours and construction have largely exclusively impacted pedestrians."
- Better lighting and some visual interest! Also, the timing of the lights across 9th ave used to favour bike traffic going north, because you could use momentum to make it across 9th while the bike light was green. This has since changed so cyclists need to stop at the top of the hill and wait to cross 9th, and then battle a slight uphill to get moving again when entering the intersection. It was better and felt safer before because there were no cyclist bottle necks at 9th ave. Would be great to have this back!
- Toronto underpasses by union station are indoors and semi heated and very well lit. Calgary can do better by making the underpass component indoors and heated, with a glass wall. Also should have cool lighting effect and artwork. Making the walkway an indoor walkway will increase foot traffic and make nearby properties more attractive and valuable.
- Aesthetics, lighting, cleanliness
- The underpass is dingy and the west side is consistently littered with garbage, dirt, and bird seed. I have on many occasions seen mice eating the piles of seeds and trash built up along this underpass. This, and the fact that it is not well lit makes me want to avoid using it all together.
- Better lighting, the smell of urine, vomit, and homeless people begging all the time.
- Lighting, walkway width, art

- Very dirty and poorly lit
- Considerably improved lighting, well marked separated pedestrian & bike lanes, safer egress for pedestrians to cross 9th and 10th Avenues (considerable danger from cars turning, very short timing for pedestrian signals)
- lighting (needs to be brighter, less grey concrete) for pedestrians. Also both 9th Ave and 10th Ave have too long E-W movements, resulting in too long waits for pedestrians and cyclists.
- It needs to be beautiful as well as safe. Make public art bright and colourful as to reduce the stigma that exists with walking under underpasses. It's more friendly to walk down an underpass that is well lit and has an aesthetic than to walk under one that had homeless people with dim lighting.
- The roads could be repaved and maybe more lighting
- "The lighting of the underpass needs significant improvement.
- Wayfinding signage could be added, as this is 1 of the 2 main routes (the other being 4 St. SW) between Eau Claire and the Beltline.
- The aesthetics of the retaining wall lining the underpass could be improved with art displays similar to that under the flyovers in the East Village, or some sort of dynamic/interactive display to make it a treat rather than a chore to walk through the underpass. Regardless, the current rocky facade is quite unappealing.
- The sidewalks could be widened by adding offset railing fixtures such as those installed in the recent 8 St. SW underpass revitalization.
- Attention should be given to the future interaction with Marriott and Place Ten."
- Garbage and graffiti cleanup. It occasionally floods with water.
- Lighting. The crosswalks at 10 Ave (both east and west) are spots where cyclists and pedestrians are very vulnerable to cars turning. Also, in the winter a mini "glacier" formed in the middle of the underpass so it was dangerous to ride over.
- Lighting
- It could be freshened up a bit with lighting, paint, simple art. But of the underpasses along the train tracks, this one is by far the least bad, and doesn't justify one of those full blown renovations.
- "Visual aspect and lighting.
- Pan handling."
- Improve the lighting, the underpass is very dark at night. Add the security features that have been added to the newly renovated underpasses.
- The vague smell of urine.
- The underpass could use some lighting improvements, maybe some LED lighting to shake the dark feeling when crossing under. Like most underpasses in Calgary, it is in serious need of some COLOUR. Sure the paintings are a nice addition, but why not drape our barren concrete underpasses with MURALS!? Murals are relatively cheap and a great way to allow local artist to showcase their talent. We spend so much money on things like the blue ring, which could pay for dozens of murals around the city, with a much more positive impact. We

don't need to reinvent the wheel here, just let some local artists do their thing with some paint and we can start to eliminate the "concrete wasteland" feel of downtown.

- Major cosmetic upgrades. Better/increased lighting. New paving material for the sidewalks. Fresh coat of paint or a new façade for the walls.
- Width of pedestrian areas needs to be increased. Lighting improved for night access. Walking surface needs to be improved to ensure mobility affected are able to navigate (cobblestones are not ideal). Ability to clear snow without piling it on sidewalks and corners would also improve access.
- Utilize for public art, perhaps something digital that would also provide light
- Lighting, the 10th Avenue intersection is so dangerous for pedestrians and cyclists heading north south by vehicle traffic turning left onto 10th Ave.
- When cycling in the track southbound, it is difficult to turn right (east). You have to either stop in the track and block bikes behind you, or turn into and across three lanes of traffic.
- facelift - it is old, grey, dark and unwelcoming. Generally feels unsafe and uncared for.
- Southbound cars making left turns onto 10th Ave may have trouble seeing southbound bikes and correctly judging their speed to make turns. Northbound bikes have to enter narrowing bike lanes that jogs left slightly.
- Really not safe to have to check in front for bikes and pedestrians and behind for bikes at the same time. Huge safety issue.
- Public Art
- too much panhandling/vagrancy, makes it uncomfortable and brings junkiness and litter
- No left turns on 10th when cyclists have a green light.
- Biking across 10th avenue - there should be a red turn light to avoid being left-hooked. As a driver and cyclist myself, I hold my breath when I cross it.
- The intersection of 9th ave and 5th st sw. Often dangerous for pedestrians and cyclists as drivers still turn left on the no turns on red signal. Also similar around 10th ave and 5 st sw.
- Lighting.
- If there is any way of improving the visibility of cyclists coming up southbound from the underpass, that would be appreciated.
- The cycle track needs to be made permanent, with concrete barriers. Lighting needs to be improved.
- Maybe some motion sensitive lighting because it tends to be dark; some brightening effects like art, lighting, etc. Make it more visually inviting to contrast with the general drabness of the city and depressing brutalism architecture, especially in winter.
- Concrete barriers separating bike and car traffic. I have seen vehicles veer into the vehicle lane because they think they need to be in the far left lane to turn. Time of lights for bike traffic would also improve traffic flow as you can not get through both lights as an average speed cyclist at any time of the day. Possibly have an advanced ped/bike traffic on the north light before the turn signal to allow ample time to travel. Also the cars turning left onto 10th



travelling south typically cut off a cyclist that it going through the intersection so an advance green for bikes would resolve this.

- Think about women's safety at all times
- The left hand lane next to bike path becomes backed up during rush hour. This is a result of vehicles turning left onto tenth ave. Pedestrians and cyclists are busy crossing. There needs to be a sign not allowing vehicles to turn left during rush hour. The sign exists on the 8st under pass. You can't turn onto tenth at the restricted times. The option would be to have a delay on the walk for the cyclists and walkers. This would clear up the backup taking place.
- Needs better lighting. Some art underneath would be lovely....It is challenging with the amount of panhandling.
- Attention grabbing signage to people turning left on to 10th to yield to cyclists!
- It's dark and poorly lit. As a woman, I need to be able to see where I'm going and what I am entering, especially when it is a confined area (even if it is only a short space in the underpass).
- Safety. Better and more interesting, maybe coloured led lighting. Maybe some art painted by a Calgarian artist.
- uneven side walk brick on the west side
- I'm not a big fan of having both directions of travel on the same side of the road. It increases the potential for bike on bike collisions and makes passing difficult. Turning west onto 11th ave or 12th ave is awkward and dangerous if people try their pass on bik d
- Often dangerous left turn by vehicles into 10th ave north
- Better lighting, do not allow people to sit there all day with their carts and crates as their is not enough room for people to pass during busy times and it makes you feel unsafe - I walk this way everyday and dread having walk all of these walkways because of that
- Cyclists do not follow traffic rules. Pedestrians constantly walk against lights. The walk and don't walk lights need to be bigger. Signs telling cyclists to obey lights and traffic rules would be helpful. Same direction of traffic for cyclists would be helpful.
- Visual elements, slow vehicle traffic
- Lighting and colour of walls, permanent curb instead of flexi posts for cycle track. Also, a clear no left turn on red sign for he left turn signal at 5th entering the underpass at 9th Ave.
- There always seems to be tension with car drivers wanting to turn right left from 5th onto 9 Avenue. The lights could be timed better for cyclists approaching 10 Ave from Downtown. I always seems to have to stop at the light. It takes more energy to get a bike going on a hill.
- How sketchy, dirty and dark it is
- Beauty
- Widening of road would be good
- Lighting and wall treatments
- Better light at night. Perhaps lighting that is triggered when people walk so not to encourage loitering.



- The bike lanes should be removed. The homeless people? Well, I don't feel safe walking under there. Again I try to avoid this by car and by foot.
- Lighting. It can get dark under there.
- The light is poor and the under surface of the bridge could be used for lighting and interesting surface/artwork/texture... The cycle lane can be improved as well, maybe placed at an intermediate height between the street and pedestrian way.
- The lighting can be brighter at night.
- Smells bad - poor lighting
- Visual appeal
- I mostly use it biking, and I see a lot of cyclists change to the west side from 8th Avenue on southward. I usually go to the west side immediately after 11 Ave in order to go west on 12th. Not sure what the solution is, but as a cyclist I would prefer an added cycle lane on the west side of fifth. As a motorist, I don't know that I would like that.
- Artwork
- "Get rid of the retaining walls and have new development build streetfront at top of sidewalk elevation. Bike Boxes on 10 Ave for turns sb to wbound and eastbound to northbound (bikes will split lanes eastbound...)"
- Time stop lights to maximize pedestrians movements not car movements, i.e. time to pedestrian speeds, so you don't have to wait at every stop light."
  - Dedicated turn arrow from 9 Ave SW that have been recently introduced are unnecessary and dramatically shorten the amount of time pedestrians have to cross 5 Street (including the north side for some reason) which seems counter-intuitive to other initiatives. 2) Cyclists continue to use the sidewalk on both sides rather than the bike lane, which interferes with pedestrians. 3) Traffic turning left from 5 St to 10 Ave needs a turn arrow, during the summer with the cyclists it is very difficult to turn left.
- Going South, it can sometimes be difficult to wait at 10th Ave at the red light. Especially if we have our young daughter along. Getting started on the uphill is nearly impossible for her. If one wants to head West on 10th, that's a bit of a challenge too.
- Cleanliness
- Better lighting for pedestrians, traffic light syncing from 10th Ave to 9th ave
- the pedestrian experience
- More Lighting, CCTV, Improved Bike Lane Viability
- It's width and the light that immediately follows the underpass
- Better lighting. Fix cracks. Paint walls.
- Less cyclists are needed.
- There should be more lighting and maybe something cleaner looking than plain concrete
- The overall look. I often feel unsafe walking under it if it's not the middle of the night. Maybe to be better lit up.
- Garbage collects. Bins at both ends may improve that.
- Security, visibility and lighting are key (and all related).



- Maintenance. I realize that we have had a difficult winter however it is in very rough shape compared to the adjacent road.
- Lighting in general as well as visually appealing/interesting lighting
- Needs better lighting and drainage. Water often pools at the middle of the bridge and does not look sanitary. Lighting is dim and I often do not feel safe going through the bridge after day light.
- Snow removal. Provide the pedestrians, some of whomever have mobility challenges, the same quality of service if snow removal that cyclists get. If that can't be done then improve the hand rails so that they are smaller so the can be gripped.
- More lighting, as it is very dark at night. Better art work.
- Lighting under the bridge
- It's dark when you are under the bridge. Also, it's really grey and dreary. The materials of the side walls and cement railing are that pebbly rock that is also quite depressing. Homeless people urinate under the bridge - I have witnessed this more than once.
- It needs way better lighting.
- "Drainage off of the sidewalk could be improved, as well as lighting. Snow was not always promptly or fully cleared from the sidewalk, and lead to ""cowpaths"" through the snow this last season. The compacted snow turned to ice.
- This underpass is also an attractor for panhandlers daily. While it does not feel particularly unsafe during the day, I imagine it could feel unsafe with people loitering there at night."
- When you have melting and freezing conditions it can become treturous. Lightning in the night hours could be improved.
- "Enhance the underpass using art and improve lighting.
- Improve cycle track from temporary materials to permanent curb pour.
- Please provide a separate turning phase/green signal for vehicles at 10 Ave SW so all road users have a safer and more predictable experience crossing/turning at 5 Street & 10 Ave."
- Lighting and cleanliness
- The sidewalks on 5 street south of the tracks need to be widened, too many people cannot pass by each other and light standards need to be relocated from the middle of the sidewalks. Timing of lights to allow for longer periods of crossing 9 Avenue would be greatly beneficial. The lighting is also not great.
- Pedestrian scaled lighting
- Cycle track is currently "pilot project" configuration. Please upgrade to permanent track. Lighting should be improved considerably. "Streetscaping", including garbage/recycling receptacles, public art, seating, would improve pedestrian experience.
- Cyclists run the light when riding south. Need a warning light for the bikes part way down to give them warning about the light changing. I have witnessed three bike on car collisions myself.
- Lighting
- Lighting, cleanliness





- More lighting
- Lighting, homeless
- Lighting of the walkway, cycle track and roadway should be improved in the covered areas of the underpass
- Appearance, and improper usage as a toilet/home for the homeless and addicted peoples. The bicycle access usage figures you use are for temperate climates, not Calgary winters that can last 5 months throughout the year. It remains the primary usage of car and pedestrian traffic, so the majority of the money and manpower/maintenance should be expended for those priorities, the next being bicycle usage. Not the other way around
- Wider sidewalks on the west side.
- The lightning and the railing materials seem based on vehicular design standards. Improve light levels and distribution for pedestrians. Railing materials should have human tactile interface in mind. Rusty steel, jagged sheet metal or other materials that mar the clothing or skin of adjacent pedestrians should not be used.
- Better lighting.
- "At 9th ave in the bike lane it's hard to stop and wait as the grade of the hill is very steep some days I've almost fallen off my bike waiting for the light to be green
- Too many homeless people
- Needs more color"
- Cycle track could be at same level as pedestrians but must remain separated.
- Lighting
- The cycle track needs to be permanent, made wider to accommodate more people biking as the rest of the cities bike network is built out and there needs to be stronger barriers to keep the cars out. Also better lighting, especially for pedestrians.
- Better lighting; cleanliness on the sidewalk.
- modern design and led lights in color
- Better lighting, visibility.
- Dark. Perpetual grime. Debris from homeless.
- More light underneath the overpass both for driving and for walking
- The overall atmosphere of the underpass is uninspiring. The cycle track could use a more deliberate delineation.
- Aesthetics, lighting, mood, symbolic transportation communications.
- Cleanliness and lighting. It always covered in bird feces, human vomit, and rain water. Needs more lighting so pedestrians feel safer at night when walking through it (past homeless people especially)
- It looks crummy and old, dark, and there are often beggars sitting there. It could really use a facelift. Functionally, it is fine, but it's just not very nice looking. Better lighting for one, and I find the cobblestone/brick design makes it look dirty and messy. As a driver, I wonder if the new buildings along 10th Ave will cause traffic congestion on the south end of the underpass



once they're completed? If there is more traffic flow, the underpass heading south might back up.

- it is ugly and non-inviting, do not always feel safe using it as for pedestrians it feels confined
- Turning left from far left lane onto 10th. Hard to see bikes coming from behind, not enough opportunity to turn safely especially during rush hour. Anyone wanting to go onto 12th Ave turns into far lane further prohibiting turning.
- Lighting. As a woman, I could feel safer walking through downtown underpasses at night.
- More art and more lighting in the underpass itself.
- Better lighting. Whatever you do, please do NOT isolate the bike lanes or the pedestrians in way that makes it impossible to go into the road if necessary. Ie, if I sense that I'm being trapped in any way. As a woman who travels at night (ie, anytime after 5pm in the evening as of fall), it is incredibly nerve racking being isolated and unable to swerve/move into the road if I encounter one or two potential dangers. This is generally done badly in Calgary (ie, 8th street, Centre street north of the bridge) and it would be beyond aggravating if one of the few connection points between the C train and my work were to cut me off from what felt like a safe way to move between them and force me to use cabs for a few feet of travel.
- The bike lane should not be on the same level as the road nor the walking path but somewhere inbetween. Neither should each direction be on the same side. I understand that for the pilot it made sense from an economic perspective to have one vehicle lane become both bike lanes but this is not safe. Now that we have a chance to evolve this let's do it!
- Lighting and also there are always bums hanging out there..
- Do not put the covered rail like the 8th street one. It's not safe at night as the homeless people are sleeping there.
- More lights. the uneven side walk needs repair. Hard for people with walkers ,wheel chairs or strollers
- Remove homeless people, sidewalks need to be wider ovetwèn 11th ave and 10 ave
- Lighting. Regularly maintenance and cleaning.
- Walls. A better design like the other underpasses would be useful.
- More lighting and visually friendly. Emergency buttons and cameras needed as I haven't seen any
- More lighting
- "Lighting
- Refreshing the walls"
- Light.
- Turning at the lights immediately on either side of the underpass creates congestion and causes risk as motorists try to change lanes in heavy traffic. One lane with the ability to turn right into multiple lanes from 9th ave creates confusion and causes accidents as motorists in the second lane think they can turn also. The restriction on lane changes between 11/12th ave is outdated and needs to go.
- It is covered in vomit and garbage. Emphasis on vomit.



- The pedestrian aspect needs a lot of improvement. I am terrified to walk there during the day, let alone at night. Being an underpass, it limits visibility and increases misdeeds, whether it be public urination or more heinous crimes. There are a handful of homeless asking for money there on any given day. Increasing artificial light (therefore increasing visibility) may help reduce unwanted acts being committed. Adding a call box for help would also be good for safety.
- Spray wash the stale urine off the walls
- Some additional lighting.
- lighting, enhanced security, features to keep people from loitering directly in the darkest parts of the underpass
- Aesthetic
- Managing traffic backup on 5th heading south at 10th when some vehicles try to make right turns while pedestrians cross. Ideally, right turns should be banned during peak times
- It is dark and gloomy and scary. Some lights would make it more walk able.
- There need to be more places to cross under. Also, there needs to be less money spent on useless and plagiarized art installations. Use that money to repave and fix potholes in the roads. Use that money to snowplow smaller streets in the Beltline instead!
- Brighter lighting, clear glass corridor
- Better lighting solutions
- Brightened.
- There could stand to be more rubbish bins, perhaps one at each end on both sides. The art that's there is nice, but the underpass is pretty boring otherwise, in terms of colours, lighting etc. There could also be more trees and greenery along the route, so it feels less like you're walking through a gross tunnel.
- Opening the east side of the underpass. That has been under construction for a LONG time and I am not sure what is being done. It is a hindrance to traffic and pedestrians and needs to get completed.
- "Very tight when driving.
- Still a lot of homeless hanging out."
- Needs to be cleaned up and a way to keep the homeless from hanging out there
- "Lighting
- Artwork"
- Lighting
- Lighting
- Better drainage and lighting is desperately needed. The underpass always smells like urine and vomit. Frequently you can find used needles and pipes which is a massive liability for the city, not to mention the human risk of disease transmission. It is obvious that the city is not doing enough to combat the opioid crisis and this underpass is a very obvious indicator of that. Needle disposal bins are also needed. It would be a shame to see implementation of sidewalk spikes or other devices to deter loitering put in place. People being poor and

needing a place to hide from the elements isn't the problem, but better options for needles and cleaning is needed.

- Road surface in the cycle track is bumpy
- Great lighting. Emergency response or push buttons for assistance if required.
- More lighting. Maybe re public art.
- Maybe some beautification.
- Lighting, security, better lights for pedestrians, this can also be a quiet spot when it's not peak hours and feel a little unsafe - more work on the over pass for security . They can be a trap.... if you get on the bridge and encounter something bad there's no exit
- "Get rid of the bike lane
- Better lighting"
- Public art component could use updating/upgrading. Better lighting would make it less intimidating at night.
- More lighting is always better.
- Get rid of the cyclists
- "1) Longer left turn signal for cars turning from 5th Street Southbound onto 9th Avenue Eastbound. Only 4-5 cars get through per light cycle. lengthen the turn signal or alternatively, switch the light signal and bike signal order. Let the bikes go first then make it a green arrow for vehicles for twice the duration. It is too long for bikes on such a major downtown artery.
  - A shorter walk period for pedestrians crossing 10th Avenue on the West side of 5th street.
- Currently there can be a big backlog of vehicles into the underpass due to the pedestrians and right turning cars. The walk duration does not need to be as long as the traffic signal."
- Permanent cycle tracks, preferably at same level as sidewalk - not cars. Lighting overhead.
- Light at night
- Turning left onto 10 Ave needs a long turn light to keep traffic moving. Also turning left into alley after 10 Ave creating congestion
- Lighting. Smell. Sight lines.
- Turning right from the bike lane going south is kind of difficult. I feel like I'm in the way.
- "Underpass is dark, especially at nights and winter. Last winter I felt in the underpass because of ice I couldn't see while walking to work.
- I also bike a lot, and the traffic lights are terrible coordinated. Usually I wouldn't mind, but not when I'm battling to go uphill"
- lighting
- Water pools and creates glare ice and very slippery conditions.
- " - Timing of green/red lights for cyclists should be improved to prevent cyclists getting stopped on the up-hill red light. Can be difficult for cyclists to get started again going up steep grade.



- Cars making a South-bound left turn, when focused on pedestrians in X-walk, often do not properly yield to cyclists. Safety improvement needed here.
- Better ice control needed in cycle track. Melt from sidewalk drains across track and freezes under the bridge."
- Stimulating peaceful Lighting, Visual aspects, total renovation to improve the walkable experience: floor, walls, lighting, guardrails, drainage, lighting, signs. A would prefer a minimalist design, less is more.
- "lighting (both walkway and street)
- intersection at 10 Ave and 5 St - the left lane (closest to the bike path) needs a left turn light. (or else no left turn allowed (especially at peak times) (the same can almost be said for the right lane but it doesn't seem to hold up traffic as much as the left turn does)"
- I think you should provide washroom facilities somewhere nearby for public use, as an alternative to this, and all other underpasses in the core
- Feel less generic. More comfort and more lighting to make it safer to travel at any time of the day.
- Dirty/better lighting/ new paint & railing
- Cleanliness and pan-handlers. Intimidating for females to sometimes pass alone - there are often male panhandlers lining the underpass.
- It's a little awkward for me to turn right from Southbound 5th St to Westbound 10th Ave but that's not a huge problem.
- Drainage of water, ice in the winter, and smell.
- Lighting. Winter upkeep
- Lighting, safety rails
- It's beige, filthy and ugly.
- The sidewalk condition could be improved. It seems a little old.
- Better capability (throughout) for cars to travel. It's a bottleneck since bike lane added. I used to travel by bike without a bike lane and always felt safe. It's empty a lot if the time in the winter.
- Lighting, safety. Time to get rid of the downtown freight train, frankly.
- A substantially longer left turn advance for southbound traffic turning east from 5th street to 9th Avenue is needed.
- Bike lanes, more lights in the underpass.
- It is not especially beautiful looking - it doesn't have the same level of art installation as some of the other underpasses, and because there is often construction there it tends to look dirty.
- The walls
- Lighting
- It feels really brutalistic in terms of an aesthetic. What might make a more friend invitation into the inner city?
- Width and lighting
- Lighting, cleanliness, lack of homeless lurking, greenery, art.



- Lighting
- Clear the snow in the winter. Clean up
- Power wash the area and paint areas that need it.
- the improvement that drastically needs done is the infrastructure . i am a water services employee and we were fixing the storm lines catch bassin at the bottom of the dip between 8 n 10 ave on 5th st south on east side and while we were fixing the catch basins we found out that the pipes that carry the storm water away have aged to a point of unrepair and need to be replaced . So now if our pipes are past repair is their any other things that are in need of repair just to keep up maintenance .The electric sub station probably needs a good going over for upgrades and maintenance, the train track needs some attention as well to stop the damage that its causing and caused .( cracking and falling concrete) due to the extream heavy load.
- Lighting is horrific, and due to that I have seen the homeless population using it as a “restroom” also being able to identify black ice in the winter is hard due to low visibility. I have slipped more in that underpass than I care to admit.
- Wider lanes for vehicles.
- It's very dark at night. It would be nice to brighten it up a bit, especially on the bike lane side.
- The timing of the lights as it is a dip down. Often the light changes to red just as you arrive at the top of the next street and one has to stop on the uphill.
- Haven't noticed any issues. Maybe better lighting.
- Make the cycle track permanent. Lighting for pedestrians and cyclists. Light timing for cyclists and pedestrians at both 10 and 9 Aves. Snow and ice clearance for pedestrians and cyclists.
- Lighting and cleanliness
- The safety and it has to be more well lit.
- "I think more merials on the walls.
- Clean it up
- Maybe add bike lanes in the city (not particular in the under pass)"
- It is dark at night and I don't feel safe walking under after dark.
- Certainly not any of the art
- "Organic, rotating art exhibits.
- Dedicated lane for bike traffic (lots of cycles still use the underpass). Or ban longboard / roller skate / bike traffic.
- The manhole / sewer covers are super slippery when covered in snow, it's definitely a pedestrian hazard in the winter."
- The extent and quality of the scope of work and execution. From other Uber pass redevelopments they all looked good for two weeks then started to show its flaws. Patch job paint over rusted steel, water streaks running down walls. Overall Poor design and execution.



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





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





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



- Brighter lighting
- Refresh the look. With the Marriot development on the one corner that might open up the path. Smoother path - lose the pavement stones (the paved side is easier to walk on). Bring the grade up so it's not as steep coming up to 9th Ave from 10th. Better lighting underneath rail bridge. Examine that turn from 9th to 5th from a safety perspective...many pedestrian collisions? I know I feel unsafe crossing there...maybe turn that into a scramble crosswalk?? (just spitballing this last part), OH, and sync up lights on 9th, 10th & 11th. Sometimes the light changes on 9th and maaaaaaaaybe 3 or 4 cars are able to cross 10th and that's it.
- That underpass, as a pedestrian especially, is disgusting. It's grimy, and dusty, and dirty, and graffitied, and overrun with transient people who scream at you around 5pm. It's super unnerving as a female Calgarian to go there any time later than 7:30 pm alone, as well. It feels very dark and unsafe.
- Ensure help buttons still work, perhaps safety monitoring
- Drainage for the cycle tracks, particularly in winter - water/snow/ice pools near the bottom and can be hard to see or avoid. Better lighting for the dark areas of the cycle tracks (and probably the roadway and sidewalk areas as well).
- It's grungy and could use some better lighting and nicer walking realm.
- Drainage at the bottom of underpass
- Lighting could be improved to help underpass users feel safe at night.
- Could use a bit of light (not much, this city needs more dark sky as it is). Leading up to the underpass to southbound cycle track is afternoon obstructed by movable signs right in the track itself, and there's a chronic puddle/ice patch just north of the underpass which needs to be addressed.
- Lighting for pedestrians
- Bright colouring would enliven the space and could be completed with flood lighting. The cycle track base gets ice pooled and is dangerous. The timing of the lights is terrible for active modes, and makes turning on 10th awful
- "I don't walk under it that often but the pedestrian realm especially on the north side feels a bit unpleasant. I think the 4 lane traffic on 9th Ave contributes to this feeling, for instance crossing 9th can be a bit scary, this can be true on a bike although I feel the drivers do overall respect and understand the signaling as do the cyclists and pedestrians.
- In winter there was at times a large patch of ice at the very bottom of the underpass (somehow only in the bike lane I think) which was dangerous to bicycle over. Not sure the cause."
- Can be dark. I don't like walking there at night (as early as 6 pm in winter) on my own because it's poorly lit in areas or there tends to be large number of homeless who gather there and can be confrontational when you walk by. In winter, the snow builds up on the sides of the street and when there is a bus there isn't room for 2 vehicles because the bus cuts into the 2nd lane significantly.



3. What opportunities do you see for the underpass?
  - Public art/lighting underside of bridge
  - Beautify rail bridge
  - If LED signages in on bridge, ask for art content
  - Underside lighting opportunity
  - Bridge façade design
  - Can we get rid of pipe on south side or cover it?
  - Underpass lighting, dissuade loitering
  - Light in underpass is a huge opportunity
  - Continuity of walls ceiling in underpass
  - Improve lighting at night
  - Lighting
  - Animating the space
  - Replace concrete railing to be more transparent
  - Pavers could be replaced
  - Do we need so much of a barrier (solid) between pedestrians and cars?
  - Retaining walls & approach to underpass
  - Can we get rid of red railing?
  - Better looking & replace façade
  - Introduce a place for people to stop/bike pump
  - Solid railing could be replaced
  - Better drainage off sidewalk
  - Murals on wall
  - Snow removal strategy for sidewalks
  - Consider snow clearing
  - Cyclist foot rest at stop
  - Taper stop location for cyclists?
  - Counter could be more visible/celebrated
  - Grade separated cycle track
  - Curb at cycle track – minimize width
  - Make bike lane very visible/colorful etc.
  - Fix bike lane – make more person separation
  - Separate bike lane with raised rolled curb
  - Bury/enhance cycle signal
  - Improve separation of cyclists
  - Grade separated cyclists? (mixed)
  - Greening opportunity?



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Narrow median
- Explore green solutions
- Use lighting from other underpasses
- Mid-length connections, remove walls
- Pedestrian/bike focused art
- Widen sidewalk – more than just path of travel...
- Embracing the railway as a 'look into our past' as a city
- Idea of underpass = circulation à turn this around & make the passage a reason to stop or slow down
- Art on walls that illuminates
- Remove pedestrian hand rails
- Integrate art
- Move bike lane
- Raise the cycle track to pedestrian level
- Highlight structure of underpass. A canvas?
- Integrated space with surrounding land/development à the underpass café
- Account for a shipping relationship to context
- Bring in environment for more than just people à nature
- Walking threshold
- Sculptural quality of the bridge à form & materiality
- Lighting & electricity can be great
- Greenery and public art!
- Improve lighting, more attractive for pedestrians at night
- Raise cycle track to pedestrian grade, add more solid barrier
- Reduce central median, shift lanes for more pedestrian space
- Interesting sidewalk design rather than concrete slabs
- Shift bikes to right side
- Remove core barriers – open-up areas
- Utilize medians for trees etc.
- Definitely lighting in underpass
- Create a flow from walls & ceiling to walls that transition light
- Surfaces that are cohesive and wraps around all
- Textures on walls
- Relationships between train linking country and underpass linking the city
- Median can be built as an interesting design element
- More sun
- Window art
- Make it like Vancouver
- Less "Art", more functionality



- Art & functionality character makes a city fun to live in and visit!
- Better lighting
- Needs lights
- Paint walls/railings
- Lighting, cleanliness, trash disposal, youth at risk, art imitative
- Community made art project, no need to spend big bucks \$\$\$
- Keep clean!
- Interactive lighting (aurora on 12th & 9th)
- More colour!
- Make it a rainbow underpass
- Green space (trees, plants, flowers)
- Art (street)
- Lights + help button
- Have a piano sidewalk
- Busker stage
- Any art from an artist who has been consulted and paid for their work.
- I think it is simply too dark and the feeling of being trapped is significant.
- Would love to integrate local artists work into any upgrades.
- Lots of space gives us opportunity to animate it more and make it a corridor of choice. It currently attracts a lot of panhandling which can discourage others from using the route. Would REALLY like the cycle track to have a higher concrete protective barrier from cars.
- Add artwork, light and maybe plants. There is so much opportunity, it's the gateway into downtown and it looks like a run down ghetto underpass. It feels dangerous and it is not cleared in the winter, making it the most dangerous part of walking to work.
- Creative lighting and art
- Advertising would add colour, and income for the city. If the advertisements were illuminated, it would make them stand out as well as light up the tunnel a bit.
- Put in better lighting and run the railing up to 9th ave and 10th ave instead of only the lowest portion of the underpass.
- I very much like the look of the 8th st. underpass and could see it being a version of the same in terms of lighting and technology. I recommend however that the snow maintainance for all pedestrian underpasses is improved. It was deplorable and dangerous this year.
- Make brighter and more welcoming as a walking/biking route
- I see the opportunity for public art. Possibly a piece of art representing the railway or Calgary's history. Even an opportunity for a unique lighting display.
- It does provide a quick transition from the downtown core to the shops and services on 11th but definitely needs better traffic controls at the narrowing point near 10th.
- Safety phone maybe. "You are here" street map. Local business advertising. Local art displays.
- Less pee smell.



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Just don't make it even tighter like the 8 street underpass. Also fix the 8 street underpass by removing those stupid posts
- more lighting. less concrete feel would be great. get rid of the train and let's build that midtown project.
- I would like to see the open air concept remain. With more artwork, and better lighting
- Opportunities for artists , possible commissions for artists, acknowledgement for artists who have been consulted.
- Better lighting would be excellent. Some locally-sourced public art to make it feel more welcoming. Don't get too caught up in the discussion on perceived negative impacts of the cycle track. There's a whole raft of other underpasses dedicated almost exclusively to motorists, particularly if one considers that most Calgarians are reluctant to cycle in mixed traffic.
- More light. Repave it.
- The current concrete is dismal and has all the charm of a Soviet housing complex. Let's make it a joyful and fun space to be in with colours and different materials.
- It would be nice to be able to get to it from home... after 17th ave south we're in no man's land... need cycle lane all the way down elbow drive.. imagine how many people could bike from fishcreek all the way north, in all seasons!!
- Make it look nicer, clean it up
- Art exhibits/murals from different cultures and countries
- Help fix outflow traffic issues
- Public Art, better lighting, better drainage, cycle track widening and/or improvements by reducing the depth of the underpass for the cycle track.
- Art installations, historical information, an ice cream stand.
- Make it an indoor underpass that is heated. Connect it to +15 network. When indoor, can introduce buskers and music. Also when indoor have advertising opportunities as revenue generator for city. Can install the and broadcast big games.
- Could be an interesting place to highlight local artist's work.
- A new railing would open the underpass up, it feels dark with the concrete barrier. I think a metal or wire railing like the new 4th street underpass would brighten the space. Additionally, a flat surface may prevent garbage from getting stuck in the bricks as the ground currently exists.
- "Fix cracks in the sidewalk, add more lights.
- Keep it cheap and simple. Function over form, its an underpass the look does not matter at all."
- I feel the underpass offers a unique opportunity to showcase some of Calgary's finest street artists. Mural fest or under pressure are two examples of art centric festivals that's could transform the underpass into a must see destination for Calgarains and tourists alike. For a weekend a year the underpass would even transform into an event space hosing music art food etc. A true success to take something as benign as a road and transform it into a mixed use art gallery
- Better lighting and general maintenance



- More public art, potential for small performing spaces at sidewalk intersections all 4 corners of 9th Avenue SW, electronic signboards suspended on sides of rail overpass promoting what's happening downtown that day/week
- Upgrade the cycletrack to have concrete barrier and better lighting.
- Public art. As well as a Corridor towards 17th Avenue and the Courthouse / LRT. Make it monumental
- If this revitalization is undertaken thoughtfully, it could easily end up giving us the nicest underpass in the core, already being gifted with wide sidewalks and a blank slate with which to add some colour, context, and modernity.
- Connecting the underpass sidewalk to the new buildings on the east and west sides by tearing down the walls. The Eight Street underpass proposed to do that really well on its east side; I wish that improvement was included in the 8 Street underpasses final design.
- Public art that isn't stolen images. Better lighting.
- Bike lanes
- Make it a spot for murals by local artists
- Wider lanes, better lit at night
- It's a popular commute to nice office buildings and neighbourhoods. Just make it "fun", "cheery", and clean, but cost effective. Maybe coloured LED's, an art wall, maybe a dedicated graffiti canvas (concrete) that can be changed monthly by local artists, just simple stuff. Paint in some hop scotch board! Make people smile on their way to work. Without great expense.
- Make it alive. Maybe do a section of the wall with LED screens with people dancing. Or a motion sensor so a fun digital shadow dances along side you. Paint it fresher. Run a little cleaner truck over it more often with water and brushes, it could park in the city parkade across the street.
- Better lighting, with a lesser back alley feel to it. More modern feel would be beneficial or add colour.
- It could smell less like urine, or more like urine. The vague undertone of urine is weird & a little disconcerting.
- Bring in some colour and light, it is amazing what these two things can do for the feel of a community. I don't think a single person in this city would be against replacing a bare concrete wall with a beautiful piece of local art.
- Like other refurbished underpasses, this seems an opportunity for creating a safer, more accessible corridor. Public art is a nice touch.
- Maybe more lighting, but primarily dealing with the intersection and signal management of the 10th Ave and 5th Street intersection in regards to left turning traffic. Possibly a better 10th Ave bike transition for cyclists trying to reach business destinations along 10th Ave. The previous bike lane removal was a loss.
- It is a bright, wide-open space, which could be given more modern surfacing or colouring but I am generally happy with it.
- Would love to see some modern elements swung in - the area it is in is historic, but with some lighting improvements, it can become a welcoming place. I know people who will walk extra blocks



down to 8th street to avoid this underpass. Needs to be welcoming to pedestrians with welcoming, modern elements.

- Generally, it works well. The bike lane could be elevated to the same grade as the sidewalk but there are probably better places to spend those kind of bike lane dollars.
- Move the southbound bikes to another street.
- A mural by local artists and better lighting
- upgrade pavers for pedestrians. Upgrade and raise the cycle track, which would help visually narrow the road.
- Public art murals
- Better lighting. Safer separation for bike lane.
- Either lighting or some bright paint for public art.
- Safer pedestrian experience.
- A space for public art.
- More colorful artwork to brighten up this well used corridor. Also changing the light timing to accommodate bikes would be useful.
- better biking infrastructure
- Chance to have some beautiful art and a focal point rather than just an underpass.
- Bright, interesting public art!
- Lighting, better public art applications to make it more interesting and visually appealing, greening (i.e. xeriscape plantings).
- Different traffic signal configuration to prevent drivers from making illegal left turns (see above). Enforcement could serve as an interim solution.
- Separate lanes so the southbound bikes are in the right and northbound on the left side of the road. Alternatively make this a no passing zone?
- Make it feel safe (no loitering and good lighting for winter when it gets dark so early) no need to waste money on artwork
- Eliminate bike lanes. It's very dangerous for bus traffic and cars. Cyclists come flying out of nowhere. They go really fast and do not respect pedestrians or traffic rules.
- Public art, gather spaces, improved lighting
- This is Calgary's widest most central underpass with most multi modal traffic when you consider the number 3 bus and the cycle track. It should be visually stunning and attractive, not dark and boring and dangerous looking.
- Traffic lights timed for bikes would be nice.
- Redone to improve lighting, more fun with maybe art and just overall modern. Including the sidewalk and roads
- Make it accessible and easy and people will use it.
- Needs extension to Bow River
- Better lighting





## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- "Bike lane on sidewalk might work well too as they would not need to go down as much. Ensure safety for all - pedestrian, cyclist and motorists.
- For safety ensure there are no blind spots ways for people to jump out and startle."
- Public art, cleaner pedestrian walkways, better lighting.
- Bright lights to eliminate hood rats
- Because it is so wide, it would be great to be able to accommodate a bike lane to tie into the 8th Ave network.
- Make it look nicer
- More art works.
- "A more colorful, modern look would be appreciated. Something similar to the 8th St SW and 4th St SE underpasses.
- That would better match with the modern and vibrant downtown and beltline areas, especially with all the new building being built around the underground underpass."
- Could not be a dead space by requiring new developments to get rid of retaining walls by building to top of sidewalk elevation. Save energy with solar powered LED lights?
- Definitely artwork. However we should shift our focus away and deal with other underpasses which have no cycling infrastructure at all. Example: 8th St. SW by mountain equipment co-op.
- This is already one of the better designed underpasses, i.e. it's already wide and functional. Maybe enhance the lighting and it's fine by me. It has good 1980's character.
- Local graffiti artist mural
- "Calgary artists mural. Nothing hodgepodge or tacky. A real mural of high-end art and some fun lighting like the new underpass going into the East Village. Although the mural there is amateur and sloppy.
- Hold a contest of "CALGARY" Artists."
- Is there an opportunity to decrease the slope? If so, that would be beneficial.
- Take out a vehicular lane to improve pedestrian experience.
- Widen the road in the right hand lane - it's hard to fit two cars side by side so it makes people slow down because they're scared thus causing traffic. Can the city afford this construction? There is so much construction that's taking so long
- Nothing more than better lighting, fixed cracks and paint walls. This must not be expensive for something that is useful and already there. Beautiful is not useful taxpayer money. And people walk fast through underpass to get home.
- We need additional vehicle lanes. Should be 3 lanes per side.
- Good place for more public art.
- Art/murals underneath on the walls would enhance the ambiance.
- If 5th street between 17th ave and Elbow Drive SW had a separated bike lane I expect daily use for bike commuters would increase significantly.
- Continued current usage, improved cleanliness, improved visual appeal, improved lighting, underpass 'block parties'



- Lighting, public art work, fresh coat of paint, and overall just aesthetically pleasing surroundings just like the 8th st underpass renovation.
- It's an underpass, don't try and make it anything else. Using the walls to display art is probably as good as it gets. Don't force it to be something it isn't. No matter what is done, it isn't going to be anything more than an underpass linking the core to the beltline and that is fine. What would be better is to turn one of the parking lots beside it into a greenspace.
- A place for interesting public art.
- Public art, more lighting, curb extensions on the south side to help cross the 10th avenue
- I'd like to see if brighter and somehow made to look more modern. It's got a total '70s vibe.
- Making the cycletrack permanent would be good. It is so busy and there needs to be a better (real) barrier between bike and cars.
- Improved traction and/or snow removable. Improved lighting and safety.
- It needs to work for everyone, including cars. I would suggest a left hand turning light on 10th similar to what we see on 9th. It would also be safer for cyclists and pedestrians.
- "A concrete buildout (curb)of the cycle track would be terrific along with continuous concrete curb from the Elbow River Pathway to the south and the same treatment to the north to the Bow River Pathway & West Eau Claire.
- This location should be celebrated as it's a busy and important connector to and from downtown Calgary that provides safe and predictable spaces for all road users.
- Would also love to see some greenery or plants with seasonal interest along the underpass."
- Bike lanes, public art - love the news headlines installation on the 8th street underpass
- Public art and greenery - living wall perhaps?
- The brick work that was in place before the enmax construction was very nice. It would be nice to see it put back.
- A blue ring. Just kidding. Possibly an art feature on the overpass. Rail bridge.
- You could continue to display art on the underpass, but make it more visual and use LED's or projection systems to create art and safety lighting. There was a neat exhibition in London last year where lighting artists were tasked with how to light up the bridges that cross the Thames - really interesting stuff
- A space for public art.
- Great canvas for public art and potential to become a space that you don't simply just rush through to get to the other side.
- A more aesthetic and safe passage way through to the core
- Should have wider sidewalks on west side. On the whole, I live on 5 ST SW and use this underpass daily and don't really have many issues with it in comparison to other things in the City that need funding for improvement. For example, the pedestrian refuge areas waiting to cross 10 Ave just to the south are too small, they should be enlarged (particularly the SE, SW, and NW corners). Curb bulb outs would be wonderful. Additionally the traffic signal timing of the intersections of 5 ST SW and 9 Ave and 5 ST SW and 10 Ave is too auto-focussed. Pedestrians and cyclists stand there for a



long time waiting to cross the street. Signal timing should be revised to prioritize walking, cycling and transit in what should be a people-oriented area.

- I use the downtown CPR under passes several times a day. I think the city needs to divert a significant portion of the upgrade budgets to daily maintenance. Investing in these under passes is a very worth while endeavor. However as there is no private frontage on these developments, no one picks up leaves, litter or cigarette butts. The city's response time to cleanup vomit and other human excrement that frequently ends up in these underpasses is often days. I would rather see a program to wash down and clean up all of the underpasses every morning, before further investing in our least bad underpass. We could guild the 5th street under pass, but if we don't clean up the garbage and feceses it won't make these places any more comfortable.
- Permanent, separate bike lane would be optimal. Although with one way traffic it's still not perfect with south bound vehicles turning left across bike lane. Perfect solution would be two way traffic with protected bike lane on each side
- "Adding more color
- More garbage cans
- Emergency phone box"
- Public art/murals, dedicated walking and cycling lanes
- A showcase for local art to the people walking and biking that will actually notice it. Even city owned advertisement infrastructure could be added to create revenue if done well. With better connections made to the 5th street cycle track, 5th street underpass could turn into the main entry point to downtown for people riding bikes from the south. More people perceiving 5th street as a safe way to bike into downtown will continue to result in more people biking and reduce unnecessary vehicular traffic that clogs up the road and put less strain on our transit system.
- Original art.
- Further walk ability and bike lane enhancement in addition to better lighting. Similar to 3 street SE underpass.
- Design for easy cleaning. Design for easier flow of pedestrians. Urban art to encourage awareness for improved pedestrian traffic flow ('shoulder check', 'look up from phone', 'is someone trying to pass you?').
- Art work or some kind of art
- Integration into the developments intersecting the corners of 10th ave and 5th st, and opportunities for integration into future developments (when they happen) at 9th ave and 5th st.
- City-branded pedestrian and cycling markings, art installation, colour, mood alteration.
- It is a major route for pedestrians, cars and bikes in and out of downtown. I could see it getting a facelift and being more inviting. As a driver, I'd want to ensure that the traffic lights at the south end aren't a congestion creation once all of the new buildings are constructed.
- for pedestrians make it more open and friendly, introduce colour and make it feel less "closed-in" This would discourage pan-handlers which can make user feel uncomfortable in more confined spaces.



- Bike/walk only light for crossing 10th Ave, then turn only light. Also, make far left lane a turn only lane.
- Public art! Consult with local artists who identify as Indigenous, LGBTQ2S+, racialized, and/or youth.
- bright, colourful, and representative of the important historical connections the area has.
- Ideally, a change would actually make it less isolating/ feeling like I can't get out of the pedestrian section. Please do NOT follow the route of 8th street, with a highly raised platform which completely cuts off the ability to get into the street if needed.
- This is the gateway between the beltline and downtown communities each association should be involved in the discussion directly. Getting all modes of travel to work together is key. Public art is key. I think the underpass should act as. FRAME for public art to change over time. The art should not be a permanent over arching fixture. But be an aspect or feature that can cycle evolve and update over the years.
- It just needs to feel more “walkable” and not as dark..
- Clear view
- Hope to see a plus 15 make it over the cpr lines. Would also help with congestion.
- Better drainage, it floods when it rains!
- Make that walk more engaging and interesting with some kind of art, design elements.
- Brighter, safer.
- Make it more visually appealing
- Art, lights and welcoming public space. Some green touches with plants in the summer would be nice too to soften the big city concrete and asphalt.
- More lighting equals increased safety
- Personally I don't believe much is needed beyond lighting and refreshed walls.
- Public art.
- Would be wonderful to see some quality community art space, proper drainage, and increase the safety for cyclists.
- "Well it can't be moved, as it's a part of ill thought out urban planning many, many years ago. I think only adding lights (bright and high where they can't be tampered with) and a call box on both sides would help. Adding any other technology (i.e., utilizing the space for digital media, digital advertising, etc.) would be useless because graffiti is also rampant.
- I sound so grumpy when I list all these problems but I'm only 30 and walk downtown in that area every day. I also live downtown and I'm scared to walk outside at night."
- There is no need for fancy led news ribbons as on the 8th avenue underpass. Better lighting more transparency to increase safety.
- showcase local art and/or have interactive features to involve the community
- some art to cheer it up.
- Widen the area for people to walk under (sidewalk space)
- "Different artwork every few months to appeal to different tastes, beautify the space a little.



- Put deterrants (textured flooring against walls) to deter homeless people from lying there or from sitting there begging for money."
- The opportunity is for it to be lighter, brighter and greener and cleaner.
- Having a clean tidy safe place to cross under the train tracks.
- Great opportunity for local art!
- NOT crappy plagiarized artwork. Perhaps a simple solution such as some random-width stripes painted in bright but muted colours to form a colourful transition from 9th to 10th ave. You could hire an interior designer rather than an 'artist' to help the underpass. Incorporate some visually engaging LED lighting that could work with the painted component.
- I love the public art that is being installed in other underpasses... but maybe actually checking the references of the artists being contracted. We clearly don't need any more stolen images plastered all over the underpass. Some due diligence on part of the city would be a good start, but I'm not holding my breath.
- "Art, colour
- More permanent cycle track separation material instead of plastic posts...maybe a concrete barrier"
- needs a redo of some sort so there's a nice bike lane and still plenty of room for motorists and pedestrians
- Busy area that could be more beautiful.
- Better lighting . Maybe more art or tourist engagement ( maps / historical info about the area, keeping the bike lanes
- Public art.
- It needs to be an inviting place to walk through. Lighting, colour, and art would all help.
- Getting rid of the cyclists
- Works well for pedestrians and bikers but need to work on efficiency for vehicles moving into and out of the core on 5th street.
- would like to see a mural along the underpass. A colorful one.
- Cars can use the road to get to where they want to go.
- I like the art in the underpass in 4th st. I think in 5th street something similar could be done. It's an open space to share art with the community
- Fix drainage and add lighting at the lowest point
- " - Elevate cycle track closer to pedestrian level in order to reduce the grade and improve separation from cars.
- -"
- It is already there. Make it prettier and wider for pedestrians if possible. Gotta have a great lighting specially during nights to avoid people pee there.
- A functioning infrastructure that move cars and pedestrians (and cyclists) efficiently. Any art or weird wavy light/info bars (re 8th st underpass) are not requirements - simple easy to clean and maintain surfaces and good readable signage.



- More public art implementation. Welcoming gateways at the intersections before entering the underpass.
- "I think the bike path should be fit into the underpass walk way (divided between bikes and pedestrians). The bike path in that area is dangerous - I have personally witnessed 3 cyclist/vehicle accidents on corner of 10th and 5th. Bikes would be safer on the pedestrian side and would open up 5th.
- Keeping area well lit and clean and free of panhandlers."
- Music & art, and feeling general cleaner.
- How about a sidewalk cafe?..kiosks?
- If it was cleaner, much better lit and had a more modern feel I'd use it more
- I am satisfied with the current set up. Please don't eliminate the bike lanes.
- Improve throughout if cars to improve traffic congestion.
- Art.
- Better visual similar to 4th street SE.
- Art and lights.
- Beautification, if possible, and continued improvements for cyclists in Calgary.
- A green wall
- Lighting improvements and possible greenery
- Art, news, transit information
- Please clean it up and make it a joy to walk/bike vs. Scarey, filthy and depressing as it is now.
- Garbage bin. Separate lane for bicycles . Even surface on the path.
- I think it's fine, just please keep the bike lane
- I see it as a great way to connect 8 ave with everything on the south side of the the rail road tracks with a mostly covered below ground level walk way bike lane that would keep out of most of the elements (wind ,snow,and rain) as well offer an up to date information centre .We could even create it into a work of art murals on the walls and statues on ground or built right into the walls while and over head an LED display like a giant television screen .We could even extend it right to Stephen ave mall with the over head protection . only our imagination can limit us. I see great things that could be accomplished by doing this.
- I think better lighting, and potentially looking at the slope of the underpass to address some of the safety concerns during winter months
- "It would be great to see this underpass receive the same treatment as the one over by Olympic Way (local artist Michelle Hoogveld and a couple others were commissioned to do all sorts of bright colorful murals). Assuming it wasn't cost prohibited it would be nice to see a similar endeavor.
- Another interesting thing I've seen in other cities is glow in dark/reflective paints used in bike lanes and on the street markings. That may be a cheaper alternative to brightening the area up instead of say adding lighting?"
- The only thin I care about is what is used to pave the walkway. I, and many other people in the city, roller skate as my main mode of summer transport. Interlocking brick is pretty bus is dangerous to



skaters and causes a lot of impact on joints. Smooth pacing stones would make the underpass 100% more skater friendly.

- Keeping it open on both sides and not causing additional headaches for Calgary commuters.
- Improve the space for more vulnerable road users. Art installation. Remove right on red from 5 St southbound to 10 Ave SW. Making the heavily-used cycle track permanent.
- To be more attractive and clean.
- I'm not sure. It could be great underpass if it was more open possibly.
- It seems narrow. Not sure if there's anyway to help that.
- Art on the wall or the barrier between pedestrians and traffic. Coloured lights.
- Have some green areas like trees or flowers along the path
- "Art. Make it fun and entertaining like the 8th Street project!
- Improve illumination, make it LIT!!!
- Keep the access/egress on both sides to 9th Avenue, or improve it. That'd be awesome."
- Thoroughly thubking through the lifecycle of the project. Utimalty if the city puts public art some where they have the obligations maintain it. Issue is the city doesn't maintain it other than garbage cleanup
- Make it more pedestrian friendly. Add lights and art to pedestrian area.
- Non-distracting art installations
- open the approaches by acquiring land and creating tapered park approaches with steps and art and good lighting, make it more welcoming and safe for pedestrians, create spaces for street musicians in summer.
- More art.
- Keep it open. Keep it clean and don't waste any money.
- I would like to see it as a showcase for artwork and as a good underpass route. It needs to be cleaned up and made safer and then I think it will be safer to use.
- I really like the design of the underpass across from the National music centre. Something similar to that, and one that blends well with new projects being developed on both sides. The underpass on 8th street is quite nice as well.
- Art development.. specially urban art.
- Not directly related to the underpass, but the cycletrack spits you out at 17th Ave and needs to be continued down 5th Ave to the Elbow River.
- The underpass is very grey and uninspiring. It would be a great place for some public art, interesting lighting and/or greenery in the summer. The bicycle counter is great. Why not project the numbers onto the grey concrete walls at night as a celebration? I can't recall but does this also count pedestrians? If not, why not? This is a high traffic area for all different types of transportation and everything seems to work in harmony.
- It would be cool to see a graffiti art project
- Kiosks for coffee, snacks, beverages or rotating pop up craft sales.
- Art work exhibitions, electronic ads



- Improved lighting would be good
- Where there is fencing currently and the trains are visible, build up a privacy wall to beautify this area and make it appear less industrial. Something green and appearing natural should be the priority. This could also be a protected area for hanging banners to promote festivals, or an area of electronic sign board for important messages, including health promotion messages. The community can be engaged online by voting on the message of the month - e.g. "exercise at least 150 minutes per week."
- increased lighting
- Don't need opportunities. Just a side walk with good lighting. No artwork necessary.
- Safe pedestrian walkway away from too fast cyclists
- I see an opportunity to make it modern and artful like the 4th and 8th Street improvements.
- It has opportunity for city art something that uses lighting and something to help move the sketchy ones along. (I get that I live in a big city.. Although 5th Street was faster for me to go home, I chose to use 4th because it was busier - more people).
- Because there's a cycle lane, the sidewalk might not need to be as big. It might be possible find an additional lane for car traffic. (make the drivers happy.)
- Great art work with lots of colour. This an important space to bridge downtown to the beltline and right now it feels void and decrepit. It would be great to liven that walk up with a bright and engaging underpass.
- Art! It needs more local art. This is what makes it go from an underpass to a site you want to walk or drive by.
- Integration with new hotel on 10th and eventual construction on the East side of 10th. I wonder if there is a way to move the cycle track up to grade with the pedestrian side to remove the steeper hills up and down.
- Lighting, clean it regularly, figure out how to stop it dripping on your head, patrol it
- Artistic ones! Make the space more enjoyable and visually appealing.
- The structure looks old and unsafe. It needs to be rebuilt
- Some sort of beautiful mural. I pass under here every single day - twice a day - to get to work and home. It would be nice to have something pleasant to look at instead of doing my best to avoid looking at the vomit/urine/etc. A very popular place for people asking for spare change. They don't bother me but there's clearly something about this location that makes it easy to lurk here. Do everything in my power to avoid walking here at night.
- Bright colours! If you painted and maintained a nice wall people would actually seek out that location for photos if it's bright enough. Maybe a yellow or teal colour. It also just makes the grey less sad when it looks put together.
- You could add some art.
- Unique lighting features, like the scrolling stories under the 8th street overpass are cost effective ways to add visual interest and support Alberta culture.
- Please stop using lights that change colour it's too much and every new public work in this city uses colourful lighting. There has to be something more interesting than a light that can be red OR blue. I



don't think there should be any finely detailed art under the tracks because you can't get far enough away from it to see the entire thing. I assume the city will put an array of lights under there and all I'm asking is that those lights don't change colour. It's a trend that will just look tacky in a decade. We need things that are long lasting and classy not something you'd find inside a casino.

- It could become a more brightly lit area that allows pedestrians an easy way to go from the LRT to the 17th Street area.
- Local artists could paint it to exhibit their work
- None really. On all the underpasses though they need proper drainage if a storm happens as they collect water fast,
- Art, interesting lighting, smooth walkway.
- Better lighting and more interesting use of concrete in design. Textured surfaces, but easy to clean. Perhaps reflective enamel panels?
- Better grading and drainage to reduce ice and puddles. Better lighting through winter and evenings. Policing. Safer and natural elements on guardrails.
- The sign counting the number of cyclists could be made more prominent.
- Just needs a little loving. Update it. Light it better. Make it less gross. That would be great.
- Maintain the underpass as one of the best cycling and walking connections to get from one side of the CP tracks to the other.
- "If re-built with a permanent cycletrack and nicer walkways it could be very nice indeed.
- The most-interesting idea I've seen for 5th is to put a one-way cycletrack on each side and turn it back into two-way car traffic as well. This would make for fewer ""surprising/weird"" places where cars are turning over the cycletrack with ""wrong-way"" cyclists on them. Obviously, this is a big change, but I think would make more overall sense, personally. Making the cycletrack ""more permanent"" would be good though (i.e. medians/planters instead of temp. curbs etc)."
- Better lighting?
- This underpass could be enhanced with some public art - I enjoy the paintings being installed for the 4th St SE underpass
- I think that because the sidewalk on 9th is so narrow, and the traffic so fast, it's difficult to create a good feeling here. Honestly I think if the traffic on 9th could be controlled somewhat surrounding this intersection and maybe widen the connecting sidewalk and/or slow turning cars it would improve things. Although people travel through here in large numbers the area on the north and particularly the northwest side is a bit of an urban dead zone, unfortunately.

### Phase 2 Verbatim:

#### Vision & Objectives

- the squeeze is not comfortable
- don't do what they did in Ottawa's subterranean space



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- maintenance
- people will choose the enjoyable route given a preference (this could do that)
- maintenance + operability. 8th better than 1st
- like focusing on the journey as opposed to the destination
- extraordinary on a budget--> use the "ordinary"
- must be sustainable
- seems to be reducing sidewalk space
- structural risks with modifications of retaining walls
- maintain transit operability and efficient operations for all modes
- great idea to improve biking & pedestrian movement, lighting, greening, etc.
- rather than focus on extraordinary, the safe and efficient movement of vehicles/bikes + peds is key
- improve comfort + safety (perception)
- create interesting spaces/places
- NB. Centre city urban design guidelines, beltline ARP
- public art units light is great. They make it not feel like an underpass
- ordinary to extraordinary
- appreciated the restraint given other underpasses & our use of digital & art
- like artistic approach as integrated concept
- on the "word cloud", safety and lighting were very high
- need to consider accessibility for all
- agreed
- the concept addresses concerns around the current pedestrian experience and modal prioritization
- aesthetic improvements are imperative
- eyes on the street/passive surveillance is important
- will there be additional policy put in place to deal with interfaces and quality of edges facing the underpasses?
- objectives: safety & social consideration. Is there more than just light?
- opportunity to use [light] programming and use to direct it to support safe activities
- design
- transit volumes (trips & people)
- interesting initial concepts
- more thoughts regarding long term maintenance & costs
- definitely ped. Friendly, but not necessarily an enhancement for cyclists
- perception of safety is high, so why is it a key focus
- lighting away from sidewalk is less "ped friendly"
- I support the vision's objectives of the project
- artful & aesthetics > functionality

### Underpass and Roadway



- CT-3.5m lanes- approach + transitional 3.3 ok
- prioritize the pedestrian = successful
- like 3.5m better than 3.3m for buses
- not have barriers that feel narrower, buffer space is a good idea that becomes bus space- so just make it a bus space to begin with (3.5m)
- buffer between cyclist + vehicles need to be 0.8m
- cyclist track can't get narrower
- can't the cyclist track be raised a bit in underpass to make less slope-- but [then it will] need more buffer
- concerns about widening + narrowing of roadway throughout the design- feels inconsistent
- can't get down to 1m at median due to signage requirements- probably 1.4m required
- tighter turning radius
- corner bump-outs
- watering-snow storage
- reduced lanes--> check with transit for buses
- landscaping --> risk that it will not thrive. Close to road salts
- reduced sidewalks from existing <-- is this against vision of putting pedestrians first?
- concerned with narrowing cycle track- this is a key N-S bike corridor (thanks for revising in new version!)
- what assessments have been done to determine existing condition of the facility?
- space needs to be adequate for buses (3.5m?)
- reminder that shy distance to barriers/walls (0.5-1m) required
- no snow storage locations
- 3.3m is too narrow for transit
- crash worthy barrier for SB traffic required at bridge pier
- will tree trenches be used?
- 3.5m is standard width for this type of road. Will require a design exception
- gutter needs to allow 0.2m buffers for bus to be able to move safely and efficiently in the lanes, transitional and retention zones (effectively 3.5m for bus)
- best option is to give corner transition and retention zones to 3.5m lane widths
- stormwater management should be adequately covered, and changed if needed
- I prefer physical barrier between traffic & bikers, catch basin locations
- more lights to median --> good idea
- bulbs out will create more room for Z curb ramps (WCR's) @ each corner (which is ideal)
- 3.0m pedestrian zone?
- good condition, good bones
- turning radius @ 10 ave & 5 st -transition
- traffic division may ask/perform an analysis of 2 lanes on 10 ave through 5 st. At peak times it operates with 4 lanes

- love the road dieting. Are there traffic/transit concerns?
- taper/diet is good idea. What happens with cycle track height? Does it remain at roadway height?
- confusing. Does this approach apply to all options?
- the lessening of the pedestrian space could bring pedestrian in closer proximity to elements of social disorder that is currently a factor in underpasses- (note feeling of close proximity in an enclosed space)
- good
- curb/gutter realignment and narrowing of vehicle lanes helps to reduce speeds and prioritize the pedestrian realm
- geometry improvements are very positive
- move pedestrian room on south side of 10th would improve overall experience
- vertical barriers adjacent to 3.3m lanes (mirrors probably won't hit vehicular but creates shy distance need)
- 3.5 lanes = ok no issues. 3.3m = need details to ensure suitable buffer around the lanes but can consider support
- snow removal/storage?
- don't raise cycle track @ corners --> introduces ped conflicts & then cycle tracks are @ street level again across intersections
- medians are too narrow --> need 1.4m lip to lip for signage
- cycle track buffer should be 0.8m for BTN & signage
- cycle track width needs to remain at its current (1.8-1.9m) width, it cannot be narrowed because of cycling volumes (current & future) to ensure safe passing
- cycle track median should be upgraded to concrete curb
- is sidewalk all elevated? Or moves down to street? Same for cycle? Renders make unclear (esp. linear park)
- these slides were covered very quickly, too quickly to review

### Option 1: Framing the Rail

- maintenance
- shiny façade 1st west- didn't work for maintenance
- concerns of colours & reflective materials
- concerns of confinement
- how will this integrate with future Centron development
- lingering good when there is adjacent development
- clean sightlines + `hidey holes
- flat = collect direct = increased maintenance (--> self cleaning?)
- increased visibility of pump station (no lingering @ night)
- reflecting + extending views is strength (min)
- simple idea --> ordinary made extraordinary



- distracting potential (risk)
- railway is good = too subtle?
- see the top of the train
- like the hi line
- like the canopy pieces as artwork
- like weather protection for pedestrian
- does it provide a place to camp out or for graffiti
- how is water drained? Underpass has drainage comments
- pigeons & birds - need to be considered
- don't think people will go on elevated thing to see rail--> camping
- need to add a glass fence between poles
- move poles to outside of ped. Zone
- tilt mirrors
- sun angles for polished stainless
- mirror angle - sun - intense - translucent
- fun-house mirrors
- children & play
- birds!
- keep people from climbing
- vision- coverage also could introduce the feeling of confinement
- reflective- be mindful of glare and impact to users. Difficult to maintain the shininess
- structural- confirm existing structure can support frame? CP typ maintains structure
- CP- does CP accept any features above the track?
- drainage- how does drainage managed?
- how will the area (covered) be lit?
- lack of green overall
- risk of glare/visibility issues with reflective pieces?
- does CP support and additional features potentially being applied with the rail structure?
- concerns with constructability & longevity --> foundation support required?
- what happens when awning tears? Who pays for replacement?
- who is maintaining and paying for maintenance?
- with mirrors proposed, drivers distraction and hence, safety should be addressed
- although I liked the idea of "kaleidoscope", did prefer more "green" (trees, grasses..) & more lights in this option
- prefer this option, make [???] lighting pedestrian's side
- interesting- idea using mirrors to extend & reflect views + connections to trains- views from top (views un-seen)
- potential distraction to drivers?
- simple idea of using "reflections" to create an experience... but might be too subtle a gesture



- canopy @ lift station needs to be higher for large vehicle access
- how will snow impact the canopy?
- a polished / reflective surface offering unexpected views is playing + fun, but something should be provided so people with low or reduced vision aren't confused. Something on the pavement like directional colour contrasting wayfinding tiles could work
- celebrate CP rail? Though "framing"
- enclosure / canopy overhead? Too much?
- lift station overlook! Who will use?
- artistic "layer" - how effective is portal? - reflections - possible
- digital signage impact? (north side only)
- reflective surfaces - maintenance / durability?
- integrated lighting
- reflective surfaces - big move
- vertical elements in sidewalk (canopy structure) can take away walking space
- snow cleaning will be challenging with vertical elements in sidewalk
- vandal proof canopy material?
- where does the drainage go from the canopy?
- will people feel too enclosed / trapped?
- would water drip into pedestrian routes from the canopy?
- I prefer as little coverage as possible
- the new-ish underpass at 4 st. se is the strongest, imo
- reflective elements are a strength
- road dieting is a strength (as in all concepts)
- seems temporary
- maybe a bit too forced given the mirrors on trains
- prescriptive
- yes, I believe it does
- weakness is squeezing the pedestrian space. Might canopies people cold + chilly
- artistic approach + framing CP rail is strength
- no "green space", vegetation, etc
- too whimsical (nor accurate) & subtle for majority of users (including me!) and the "broken up" cover will cause issues in the winter & transition seasons (if we ever have fall again!) \* correction: it's not "whimsical"... its more like a "folly"
- the frame does not appear like it will be as successful at changing the pedestrian experience. Too static
- no planting is a downside
- the gesture reads clean & clear
- will the sense of enclosure contradict the 2nd objective of safety & social disorder
- the mirror/reflection idea is provocative to provide the ped. The opportunity to "see" something new

- will this be distracting for vehicular drivers
- seating? Could be problematic
- like weather protection for peds. But how/where does rain/snow drain?
- canopy (+ lift station deck) --> attract social disorder?
- glare from stainless steel/mirror could be problematic for drivers
- not sure there's space for attachment in the underpass
- weather protection for peds is good
- lack of vegetation in this concept
- like weather protection
- would be enhanced with/ additional lighting

## Option 2: Subterranean Experience

- best for maintenance
- no vegetation - for better sightlines (trees)
- don't duplication 4th - light movement + response
- incorporate lighting
- sound - adjust volume
- movement only on sidewalk side of movement --> no room or lots of room
- vertical could impede wayfinding for visible disabilities
- option 2 "doppler effect" is understandable + approached by engineer types --> the example commonly used
- achievable
- not as strong
- extend the idea to the wall
- like the colour mixing light idea but think about poles as being obstacles for pedestrian
- move to edge of space between cyclist + pedestrian
- colours light delightful
- posts could be hazards for sidewalk users
- how well does the technology work? Reliability in winter?
- safety concerns
- data markers- are they obstructions within the ped space?
- colours idea/movement --> too similar to 4th st concept?
- green space better than option 1
- lighting concerns - how addressed?
- how will landscaping be mentioned?
- great "greening", shrubs, etc
- like for lighting options
- "river" reference is a positive aspect
- I don't like the "markers", it seems that they need something else, like "light bulbs"? Or dull colours?



- trees vs. sanitary pipe - need to check pipe for roots vs. pipe cracks
- do NOT agree with lighting data markers. Harder to maintaining special material like this is typically hard to supply to Canadian (CSA) standards
- concept of light markers addresses need to additional lighting - playful idea of mixing colours
- not as interesting as other options
- doppler effect posts will need to provide space for large vehicles accessing the lift station
- obstructions in path of travel?
- celebrate rail - "underneath" experience
- datum markers / lighting elements
- differentiate through colours - impact?
- digital signage impacts?
- lighting elements - rhythm - no (problematic) roof
- same comments about vertical elements taking away walking space, snow clearing being more challenging
- interactive light/colour markers are delightful
- unsure of viability of trees between the cycle track & auto travel lane
- more open than option 1
- seems a bit unresolved
- could devolved into a techno exploration of LED tracking lights etc
- doesn't seem very unique or inspiring as "an experience"
- lighting is strength
- I LIKE THIS IDEA. As long as all items are VERY well executed - good pouring, good landscaping - good finishes. This is simple, elegant, and fun. The power is in the "GEOMETRY"- that will be the biggest improvement
- datum markers are fun and experiential. Interesting public art opportunities. Simple and elegant
- planting is a big benefit
- seating? Could be problematic
- the mixing of light to acknowledge the different modes that use the space is great
- operation to maintain lighting component- should be robust
- vertical markers problematic for visually impaired?
- unnecessary obstacle in sidewalk
- coloured lighting could be dizzying
- not sure you have any room for underpass lighting
- don't like "pole" obstacles in pedestrian space
- enjoy lighting concept with different users passing by the poles

### Option 3: Linear Park

- might be able to incorporate w/ new development
- clearance for access to pump station





- continuous vertical surface for accessibility --> the ribbon
- the ribbon is transformative --> distraction to warning (i.e.)
- how are we encouraging lingering? // stopping? // moving?
- trees require line assignments + safety issues when too big
- limited vision could cause confusion
- be careful of patterns + accessibility
- really like this idea
- warm wood inside surface
- like this cuz water can drain into permeable surface
- how to move snow from here
- urban forestry doesn't like this option cuz lack of irrigation, salts <-- so trees won't last
- need soil cells, passive irrigation etc for it to work. Native mixes might be ok
- could put planting on side without cyclist track for maintenance, could close the road on this side
- stormwater - gravitized irrigation? -- could be a sustainability assist
- push posts to outside
- materials of canopy? Materials of in-ground feature? - consider maintenance, skid resistance
- risk of landscaping. Will it survive at close proximity to roads/sidewalks
- what utilities exist within pedestrian space (existing)?
- like the focus on the light
- how will landscaping be maintained?
- who is maintaining the canopy? Seems very expensive and difficult to maintain trees
- sidewalk infrastructure cannot interfere with travel lanes
- neat idea. I like the canopy sections
- trees vs. underground pipes, access for maintenance etc. possible conflicts with utilities
- I also like the "design" of the concrete (textures, colors, etc)
- avoid lighting benches
- tough to maintain lighting
- in general lighting is vulnerable to vandalism
- use handrail lighting if possible
- strength- idea of ribbon feature transforming from canopy structures to wall & ground plans patterns - metamorphosis of design feature
- "creation of 'micro-spaces' - placemaking -
- stronger gesture, more interesting
- again, large vehicles need to access the lift station
- how will snow impact the canopy sections?
- path of travel? Is confused with pattern on pavement
- colour contrast on concrete is best if it offers directionality for paths of travel
- celebrate connection to rivers
- vegetation / intermittent canopies - "big idea"



- how do benches/canopies work together?
- "immersive feelings"
- digital signage impacts?
- possible soil volume? (soil cell not in budget)
- snow/salt tolerance of plantings?
- "bioswale" possibilities? Infiltration
- "overlook" - open & transparent
- canopy - " [garland???] or trellis idea
- trailing plants?
- coloured light on sidewalk + walls is creative
- vegetation is a strength
- dynamic and most open of all options
- obvious concern about watering/maintenance
- natural filtration effect is a plus (of vegetation)
- will mirrors work as intended
- **PREFERRED.** Incorporation of greenery key
- metal canopies if more like light wood lattice would stay in keeping with "outdoor" garden aesthetic
- yes, achieves objectives
- strength, greenery + park like although as a pedestrian corridors sometimes people want to move from Point A to Point B quickly
- how does the up and down effect accessibility (wheelchairs, fitness level, mobility challenges, etc)
- would be positive if this actually led to people feeling comfortable enough to linger at any point in time
- **GOOD.** Somewhat concerned with the independent "canopies"- edges & drips cause slip hazards-how to manage?
- concept is formally interesting. Not clear on what, if any, functional benefits the canopies will bring. Maintenance issues? Canopies don't directly address the objectives
- planting is a benefit
- meets goal of vision & objectives
- operation plan will need to be fleshed out
- seems a bit fussy
- snow removal
- is planting b/w street & bikes? Or b/w bikes & peds? If b/w street & bikes, could provide decent buffer space for buses
- green infrastructure must be sustainable. Urban forest strategic plan must be used as a guide
- underground infrastructure must be used; tree trenches, soil cells, irrigation (passive gravity fed stormwater?) LEED points!
- snow storage & de-icing salts?
- maintenance? Removals replacements (land closures)

- parks may not survive SWIC from both road & cycle track --> answered
- not trees, but maybe shrubs --> still takes maintenance
- like this concept the best
- if urban forestry doesn't support trees, consider native mixes
- explore alternative ways of maintaining the area
- highly instagrammable design
- wood on the inside of the metal frames & wood canopy

### Impacts to your Business Unit or Organization

- might be able to incorporate w/ new development
- clearance for access to pump station
- continuous vertical surface for accessibility --> the ribbon
- the ribbon is transformative --> distraction to warning (i.e.)
- how are we encouraging lingering? // stopping? // moving?
- trees require line assignments + safety issues when too big
- limited vision could cause confusion
- be careful of patterns + accessibility
- really like this idea
- warm wood inside surface
- like this cuz water can drain into permeable surface
- how to move snow from here
- urban forestry doesn't like this option cuz lack of irrigation, salts <-- so trees won't last
- need soil cells, passive irrigation etc for it to work. Native mixes might be ok
- could put planting on side without cyclist track for maintenance, could close the road on this side
- stormwater - gravitized irrigation? -- could be a sustainability assist
- push posts to outside
- materials of canopy? Materials of in-ground feature? - consider maintenance, skid resistance
- risk of landscaping. Will it survive at close proximity to roads/sidewalks
- lane widths for transit
- TI generally does capital construction. if TI delivers construction, risk include costs of concepts, complexity, interaction with existing structures (known and unknown)
- constructability is always a concern
- materials that can be used for construction - keep in mind during construction
- impacts to utilities, retaining walls, adjacent structures - need thorough assessment during design to identify + mitigate issues
- what are the operating costs for the concepts?
- potential negative impacts to transit operations if sufficient gutter is not available for effective 3.5m passage
- stormwater management



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- underground utilities need to have adequate access
- positive: retain cycle track
- traffic effects are a concern
- pedestrian + cycling effects seem positive
- property adjacency / view plants to / Marriott
- appreciating + access to 10th retail
- any option that diminishes the impact of the PUMP HOUSE
- impacts appear to be largely positive. These are tangible improvements to the public realm and ped. Environment
- success is to ensure we don't create new issues
- parks urban forestry will eventually be responsible for maintaining the green space. Has/can & be set aside to accomplish this. Costs will be extraordinary due to watering, maintenance, removals & replacements
- de-icing salts kill trees
- maintenance for custom pieces (like lighting) can be problematic
- cycle track detours & pedestrian detours need to be maintained during construction

### Other Considerations

- surface for mobility --> joining between different surfaces
- visual art --> opportunity for art --> busking > art
- programmable space
- SODO? Districk
- snow removal- snow moved to side. 3.3m lanes get too narrow. Build snow storage in raising cycle track- permanent by council, curb between cycle track & vehicles maintenance & longevity
- keep it simple
- reduce sidewalks @ corners for C.T.
- vegetation - will it work? Replacing trees - concern for road closures - maintenance - how to get equipment in
- pavers -no. (maintenance, high heels, cigarette butts.) stamps and colour is okay for aesthetics
- see: east village, 8th st underpass
- durability of design for the long term
- basic turning templates will be required with final concept
- look to minimize maintenance costs and allow efficient and safe movement of travel modes (love space, SNIC requirements)
- I like the option 1, but with more shrubs/trees
- need to consider how to achieve objective of: - moving people at underpass zone -lingering at corner zones



- survivability of plant material- species selection for trees and groundcover will be important
- fun, artful things should be incorporated but each design has challenging implications for people who are partially sighted
- two provisions are recommended: 1. a continuous curb on both sides of ped walk for people with a cane to "shoreline" against. 2. colour/brightness contrasting strips (or pomels) to guide people with vision loss in a straight line is ideal (wayfinding/directional tiles are great)
- snow & ice maintenance- design planting spaces so snow & ice from sidewalk of cycle track can be pushed into it
- play, children! Design things to look interesting/curious from 60-90cm height
- does chain-link/razor wire along rail remain?
- how does pace of underpass get finished?
- what happens with relief/retail along center 10??
- add a busking stage underneath that could be rented out --> music
- painted cycle track is very slippery for riding. Please source grippier product
- wasn't completely clear on how the lanes uses line up on linear plan: sounds like trees between roadway and cycle + pedestrian area may create maintenance challenges (up to 8 months of the year). Might be consideration to have trees + greenery between pedestrian and bike areas
- concerned that "city standard lighting" may not be enough given social disorder concerns
- like idea of framing CP- make it an asset
- sound is already deafening at points- can that be lessened through design?
- [sketch] make Marriott coffee + wine bar part of space but no direct connection (no door here)
- also: please improve the sidewalks between 10 & 11 ave. I walk this back & forth and its fairly uncomfortable....
- very thoughtful approach to the design and to meeting the objectives. Thank you
- winter cities?
- shoulder season
- could you add trees to the other concepts?
- hire a Registered Consulting Arborist to assist with sustainable design & species selection. ASCA - American Society Consulting Arborist
- through movements should not be impeded into eh actual underpass (don't pinch down width)
- don't skinny up bike lanes more than current
- ensure bicycle counter & bicycle counter vertical display are removed & stored during construction. It will need to be reinstalled after construction (some projects have excavated & ruined the counter and then had to replace them)
- ensure base lighting is available & decorative lighting goes above & beyond

### Phase 3 Verbatim:



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

### Mobility + Functionality

Balance the modal split between pedestrians, cyclists, transit, and vehicles

Does the design achieve the vision, goals and objectives? Please tell us why...

- The pedestrian realm should not be "compressed" has the City learned nothing from the 1st street SW underpass? initial feedback has been ignored - sidewalk width and pedestrian space works well - why clutter it up with decoration?
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- I would like to understand how you will clean the snow off the pedestrian sidewalks?!
- Need wide sidewalks everywhere
- Does not address vehicles turning east onto 10th Ave from 5th. Pedestrians and cyclists should get an few seconds to start first.
- The designs as proposed will encourage defacing and damage (architectural overhang looks like a jungle gym). Wide vehicle lanes are not the issue rather an overly wide bike lane. A simple Reno is required (new sidewalks). This project is overly complicate
- It is dangerous to have narrower lanes in already such a narrower drive
- Looks excellent!
- Is it safe to have shrubs for ppl to hide in along these underpasses?
- Making the cycle track permanent is a great step, vegetation will improve the feel of the space for pedestrians.
- Please consider the bus turning movement at 9 Avenue median nose extent. The vertical element in median should not impede bus turning.
- Seeming that the cycle track carries significantly more people than the previous additional travel lane did that this is one of the busiest walking corridors, and that this trends is increasing, the subway should actually provide more walk/bike space.
- This isn't required. More wasteful spending
- Fully Achieves.
- I really like it! I walk to work every day and use this underpass. I think this design is fantastic !
- Compressed pedestrian space made the 8th Ave underpass less safe at night 10 years ago.
- Enhanced cycle lanes and wider sidewalks
- Important to keep a physical barrier between cyclist and motorists.
- All modes have a pleasant experience so it is enticing to use
- I love the greenery.
- i like the narrowing of the median & separation between cycle-track/cars. areas of the underpass is narrow for pedestrians. the only good thing about the existing underpass is the width of sidewalks, should aim to achieve about the same width.
- Leave it as is. Last thing we need in downtown Calgary is fewer traffic lanes



- STOP! Look how long it has taken/ is still taking for the 4th Street underpass. Another huge art installation that is not necessary ... more lights and a new rail would have wrapped this up nicely. I can't imagine how over budget the 4th Street project
- It is clearly g
- Narrowing the vehicle space isn't the appropriate solution. Questioning if there is sufficient wind breakage.
- Well lit and vegetation make it friendly
- Budget. Why are you going tondeficit spend millions on another underpass?
- Closing a lane for cyclists that are using the lane only during the working hours seems to create loitering sites. Buses presently "rock" between lanes when going under the rail track, will they get a WIDER lane? What about delivery vans?
- Remove bike lane
- I don't think the vehicular lanes should be narrowed. It is already tight going under the bridge with a vehicle. There seems to be ample pedestrian and cyclist space still.
- It has become a pathway instead of just a tunnel to get from one place to the other.
- Regardless if City Hall likes it or not, 5th street remains a key road for ingress/egress to the core. Narrowing lanes will exacerbate an already untenable experience for vehicular traffic.
- Wastes money we don't have on a project we don't need
- The vehicle lanes are narrow as they are especially in the winter - turning right from 9 ave is difficult. Balanced as-is.
- Decreasing lane width in an area with elevation change and susceptible to icing increases accident risk.
- Looks good and efficient to me
- Concept looks good.
- I love this design!
- Stop spending money. Add standard lights and keep the snow clear. Repair concrete when it cracks.
- feel might allow for food cart vendors not just buskers
- It's always hard to tell from these sketches so I can't say for sure.
- Making the traffic lanes narrow is a problem like on 8th st buses use both lanes everytime because they can't fit into the narrow lanes, creating benches and more pedestrian space will just leave more space for homeless to hang around begging for money
- Learn from history. Existing space is snowy and icy during winter (bad things on a slope), unlike bike path that is constantly maintained. Maintain the area if pedestrian access is truly top priority! There is no drainage in the current design.
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- The current vehicle lanes are designed specifically to let a bus and fire truck pass each other in the underpass. The 5 St. underpass is the only underpass that allows free flow of fire trucks. If you narrow the lanes you will degrade fire dept. response.





- Increasing biking and pedestrian space at the expense of car lanes makes it very difficult to navigate. I understand the city wants to adopt greener urban planning concepts. But, it is below-30 today. Driving across the dt smoothly and safely is critical.
- It's already balanced, don't waste money.
- Suggest limiting pedestrian traffic to one side only if adding a bike lane that reduces vehicle space.
- just concerned when you say art work i have seen some that have been done and they cost a lot of money for nothing
- More appropriate use of public space than what is there right now.
- Each mode of transportation is separated from the other. It's appropriate.
- Stop wasting money on this designer/architect terrible waste of money to date on all other projects
- By narrowing the traffic lanes there is a greater possibility of transit/car conflict including space wastage. i have seen this at the 8th street underpass where buses take two lanes to keep away from concrete walls.
- What I like about the existing 5th Street underpass is the open design, clean lines , lack of clutter and the result is a light, wide and clean safe walking space.
- The scheme balances pedestrian, bicycle and vehicle movement by separating them.
- I think overhead canopies can be very dangerous. People may climb on them, snow will accumulate on them, animals will dedicate on them, debris will collect on them. I think they will be more of a maintenance hindrance vs. pleasant.
- I seems like the plantings will narrow the pedestrians pathway too much.
- The road diet is a nice move.
- The other underpass options have been extravagant and unnecessary. More lighting and a safe place is all that is needed at much less cost.
- The current state works, narrowed lanes will cause issues. The current width of sidewalk is sufficient especially considering the essentially one way flow if pedestrians, northbound in the morning, southbound in the evening.
- Seems to cover all the bases. Have to wonder why such an extensive renovation for an underpass. What about the people who live there? Where will they go?
- STOP SPENDING OUR MONEY FOR WASTEFUL PURPOSES!!!
- Just leave it as it is.
- Provides something for people using any mode of transportation
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- Making the lanes narrower means traffic gets backed up more.
- 3 lanes for cars is too many.
- Turns current very sterile underpass all beuit covered with some excleent art into more of a ceative environment





- Traffic lanes are too narrow as they are. Your objectives contradict themselves. You want more space for pedestrians but you also want to compress space to restrict loitering.
- The entire underpass should be wider.
- In line with other underpasses in the city, plenty of traffic on a daily basis
- Compared to the 8th street underpass, the traffic lane width is just fine. Especially in winter when there is snow on the roads.
- It feels like a welcoming space for everyone. I used to walk this route all the time and was afraid of being run over by cyclists.
- Won't narrowing vehicular lanes make it more dangerous for both motor vehicles and bicycles?
- Compressed walking space
- There is already a bike lane on the road.
- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accommodate future buildings from have ground floor access right off of the lowest point?
- Finish the overly expensive waste-of-money brt; then, give it a little consideration once Nenshi is gone!
- I don't think narrow spaces to "discourage loitering" are a good idea. As a woman I want the space to be able to get around loitering people. The under pass provides protection from the elements. Narrow or not they will be used as such
- There are more important things that need to be done in our city. This is stupid.
- Public benches limits sidewalk width
- Why are bicycles on the same level as the cars? The cycle track should be up a shallow rolled curb.
- good separation between cars and bikes will improve safety for all
- The new design has 3 lanes of vehicle traffic, sidewalks on both sides and a reasonable bike lane. Good job.
- I like that it was recognized that the sidewalk could be wider for pedestrian comfort, and that permanent, separated cycle tracks is included. Looks beautiful.
- Like wider crosswalks
- Extra space, lighting, and enjoyable features will encourage multi-modal transportation. More pedestrians and cyclists throughout the day and year.
- I don't see a comment of ensuring cycle safety; is the speed limit a factor to consider ie 40 kph; I like the idea of narrower lanes drivers drive slower in order to protect their vehicles
- Narrowing vehicle traffic into downtown is not helping access into downtown for businesses and workers. Not sure cycle lanes need to be that large, integrate with sidewalk would be better, get bikes away from vehicle traffic.

### **Make movement an enjoyable experience**

Does the design achieve the vision, goals and objectives? Please tell us why...



- Need to ensure that the space is well lit, which is not immediately evident from the design. The greenspace is a wonderful addition.
- There would be nothing enjoyable about this experience - it will not age well - leave as is if this is all you can come up with - completely out of touch with a contemporary urban experience and would be embarrassing for the City
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- Overly complicated design. Just keep it functional and clean. No need to narrow the underpass, vagrancy will and will continue to be an issue. Narrowing walkways so people step over the homeless isn't the answer.
- There is no heated indoor walkway. One of the sides should at least be fully sheltered and made an indoor walkway and the other side can be the outdoor walkway with bike lane.
- Sidewalks and cycle track massively improved. Thank you.
- The cycle track should be raised to be level with the sidewalk, or at least not level with the road.
- A much more pleasant space to cross under, cycle track made permanent shows commitment to alternative transport forms.
- Overlay the cycletrack asphalt to be grade separated. This will eliminate your drainage issues with that raised curb and open up a bit more space on the track as you eliminate curb clear zones. Still have vert. elements to separate drivers & cyclist
- perhaps. The public art component needs to be better articulated before I could opine.
- I'm not sure putting in benches in the area would be a good idea, might become an area for homeless and others to congregate.
- Brighter and more spacious.
- This isn't required. More wasteful spending
- Does the design consider winter and icy conditions? As a commuter i have noticed ice build up and the propose design needs to have good drainage consideration.
- I like the use of plants, art and lighting to improve the look of the underpass. It's so dingy as is.
- Underpasses are still underpasses
- This sidewalk is literally covered in vomit and garbage at all times. All of this will be vandalized within a week. Less is more
- Love most of it... only item is that it takes just one motor vehicle to make a lot of noise revving and accelerating to negate the whole impact.. reduce speeds to 30 please
- Very welcoming. I love that the rendering appears to knock down walls.
- some articulation of the design/planter elements might be interesting, but current design creates many bottle necks, frustrating pedestrians at peak times. too many seating areas for a place where most people would not want to linger.
- Is a walking path under a train. Don't waist our money on it. Make green areas where they can be enjoyed, not under a bridge
- It's fine add lights



- The main thing needed is washing homeless pee. If we start blocking cold winds, there's a million locations in Calgary that experience them.
- Do you really think grass will grow beside a level sidewalk that will be cleaned with machines and brushes and salt? Oh, and all those people standing on the grass. MUD by spring.
- Stop spending money that we don't have!
- Remove bike lane
- More intentional art! You have been doing such a great job of featuring artists outside of architecture, do more of that....though the architecture is beautiful.
- My taxes are skyrocketing. I don't need a shrubbery, I need a city that understands our pain
- It will not be enjoyable to vehicle traffic
- I think so
- Overhead canopies vs wind???
- Integrates all transport requirements including, most importantly, the pedestrian.
- Why is this project needed?
- Cyclists?
- You are adding benches and plants where all the homeless people are going to sit begging for money and they will pee in all the plants making it smell worse than 8th st, try walking on any of these bridges daily with the inappropriate comments and smell
- Build a park over the rail tracks
- A lot of the work seems to be aimed at "controlling" wind. I use the space regularly...wind is NOT the issue! People staggering, sitting and lying on and blocking the sidewalk is! Vandalized public art is! A crumbling rail bridge is! Security is the issue
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- All these seats will attract homeless, especially at night. This might be desirable, depending on the objectives of the design.
- It's an underpass used to cross the train tracks. It's not going to be any different of an experience with trees
- Love the trees and intentional plans for corners/buskers that make the space more social.
- It's more visually appealing than what is there now.
- The underpass is a means to connect north to south. It has to be functional and safe; enjoyable experience is a secondary priority
- The project has a better interface with the Marriot hotel. The canopies seem underwhelming and unnecessary and tacked on. They need to feel more integral. Having benches that jut out and narrow the sidewalk create significant annoyances for pedestrians.
- Distracting to drivers and pedestrians.
- It's still under the train tracks. In a better world, the train tracks would be removed.
- Why does walking under a underpass need to be enjoyable? This should not have such a large budget and be more functional than pleasing.



- Narrowing the lanes will lead to congestion and back up at peak hours when busses and other wide vehicles end up blocking both lanes. This will be most felt should the wide vehicle is at 9th Ave end. One lane will be fully unused.
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- Most important is lighting and a clear sight line for entire length. Important not to have places people can hide.
- Narrower vehicular lanes in downtown do not create an enjoyable experience for anyone
- Park feel is great
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- Cyclists must unnecessarily descend and ascend a steep hill. The grade should be leveled out to more closely resemble the grade for pedestrians. The current grade creates steep hills for cyclists, but could be fixed easily.
- These underpasses exist for one reason only - to get from one end to the other as efficient and practical as possible. The only things required are simple designs, adequate lighting, and safe design of pathway.
- My opinot low maintenance.... Learn fromon
- clean, attractive concept
- It will be well lit and will discourage nefarious activity in the area. It will attract people who feel like they belong there.
- Still leaves pedestrians with no emergency contingency under the actual underpass.
- Plants, architectural elements, busking...awesome Design! Art too, I hope
- Compressed walking space at rush hour would not be enjoyable
- The exsisting walkways are adequate in width and lighting.
- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accomodate future buildings from have ground floor access right off of the lowest point?
- Has no use or value to my taxpaying dollars.
- This is a waste of money
- The main problem are the massive retaining walls on each side. New developments should meet the sidewalk, not be build above the wall.
- lighting looks good
- I like the idea of making the underpass have a "park-like" feel. Good idea and good urban design.
- Self powered folks still have to breath exhaust from cars. Not much to be done though.
- The wider sidewalks, separated cycle lane, & improved lighting will make movement through that underpass much more enjoyable.

- Compressed space at underpass -- unlikely to discourage lingering (there's still shelter), but will reduce pedestrian space.
- This space often feels too dark and loud, discouraging people from this route or making them only move quickly. The proposal could address the issues, bringing more people to move through the space enjoyably.
- Pedestrian and cyclist experience will be better than current design, more protection for cyclists and more space and lighting for pedestrians.
- Need barriers between cyclists / cars
- Lighting/safety esp. for women is vital; plants add a beauty/human factor; beautiful ambiance reduces stress walking or driving home after work
- While I understand that changing this would be cost-prohibitive, raising the cycle track to the level of the pedestrian sidewalks (or almost) would both make it easier for cyclists to ride through (more gentle slopes) and protect them more from vehicles
- Could use some nice murals, maybe in conjunction with the BUMP project. An easy, fairly cheap way to add colour and vibrancy to the underpass.
- driving access into downtown has been reduced and forces traffic to another already extremely busy access point. two lane access in both directions needed due to traffic congestion at other downtown access points.

### Consider long-term operations and maintenance

Does the design achieve the vision, goals and objectives? Please tell us why...

- 
- wood and plants will deteriorate quickly in this environment and will be an eyesore within the first few months - this is not a park it is an underpass
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- Ice and snow buildup and fall risks from the "architectural" overhang. Just keep things simple renovate the sidewalks and add planters. The city should not be spending money on this grand vision when the 5 street underpass is fine as is.
- Not heated. Needs an indoor walkway. Furthermore the external pavement should be heated to reduce ice and snow.
- Automobile infrastructure has the highest maintenance costs. Investing in walk/bike/trees makes sense.
- Opportunity to retrofit should include raising the cycle track so downhill and uphill are less steep. It is problematic as is with many riders to get started if you are on the incline.
- Vegetation may be hard to upkeep in such a busy location.



- This took two years to be done. Quite inefficient, more over inconvenient for pedestrians and traffic. You would hardly see workers there, if any. Yet street was kept closed. Should audit payments done to contractor building the project.
- Raised cycle track minimize drainage and snow clearing issues. To be implemented now. The protected intersection design (for cyclist) should be applied here
- It would be great if the underpass can be more connected to the parking lots surrounding it and to convert them to green plazas.
- This isn't required. More wasteful spending
- Albeit appealing the current design does look like there would be considerable maintenance of plants and structures.
- Shrubs in our climate collect so much rubbish from wind, high maintenance, clean lines and easy access for cleaning, paintings 3 Dementia
- This will be trashed within a month. This is going to cost so much money
- Not necessary. Overbudget. High maintenance. Just maintain the CLEANLINESS and keep it WELL LIGHTED!
- Re sidewalk material & maintenance: do not use bricks. cigarette butts & trash get caught in the spaces. Use a flat stone material that will not be slippery in rain & is easy to clear the snow. It has a cleaner look.
- the wood element might potentially create a skateboard opportunity - both safety and maintenance concern. elegant skateboard-proof elements are needed.
- Leave it alone and spend the money on nice green areas.
- Wastes \$
- Is there a plan for regular ongoing maintenance?
- Does not address litter accumulation on sidewalk
- Met all my needs. Looks great!!
- If you're trying to spend the city to the brink, yet make it look glam, yeah this helps.
- Well, if your objective is "make work" project, you have one. Replacing the grass annually [why not flowers, those have to be replaced annually anyway] Cutting/trimming/cleaning/replacing lights or trees or shrubs & policing.
- Remove bike lane
- I questioned if the overhead architectural features were necessary, and perhaps they would add to the maintenance costs. Maybe use larger or broader trees to create overhead features?
- Risk of people loitering and hiding in the nooks and crannies (safety), the usual problems of litter, graffiti etc, and the challenge of maintaining vegetation along a road in chinook country all present challenges.
- Not sure the vegetation will survive in the long term.
- Takes a perfectly fine space and wastes millions on pet project bullsh\*t
- Yes
- It is mostly windy



- Please stop trying to fix things that are not broken.
- It's not an elaborate set up; minor yardscaping
- Now there is more maintenance and chance for vandalism on the plants and the trellises.
- Will the plants be maintained and when lights burn out how long until those are replaced
- Need to find a surface that is not slippery especially in heavy thunderstorms and ice forming in the winter as sun doesn't always reach surface
- The more bells and whistles that are put in they harder it will be to maintain. Stick with a simple, clean and safe underpass!
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- It already achieved this!!
- Investing in livable space downtown is valuable. I hope you have plans to manage negative graffiti (add a public art wall), and also limit outdoor smoking (that's a tough one, but a huge problem that cities like LA have managed to address).
- High maintenance with greenery and wooden seats Colored concrete or color coating metal would be better
- I don't think the City of Calgary actually considers graffiti and having to replace materials that get destroyed from looting, etc.
- Depends on materials selected. Can benches and shade features be defaced? Wall texture makes it easy or difficult for graffiti removal. Trees can be vandalized. Area COULD be a high maintenance concern.
- More maintenance with planting but the planting adds a lot.
- I think overhead canopies can be very dangerous. People may climb on them, snow will accumulate on them, animals will defecate on them, debris will collect on them. I think they will be more of a maintenance hindrance vs. pleasant.
- Another waste of money.
- the wood benches and plantings look like too much maintenance is required.
- The design will soon be out of date or over done and more money will be needed to repair the damage.
- With narrowed lanes, could city crews work safely in one lane only or would they need both lanes and thus reduce 5ST to a single lane
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- Looks like a lot of maintenance to keep it looking good. Not sure what the overhead structures are for.
- Could see this design creating an even unsafe environment for pedestrians at this underpass in the evenings/nighttime
- Have you considered if this design will work if the one way street becomes two-way in the future?





- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- Cycle tracks will be subjected to debris from the adjacent car lane which will require more maintenance. Raising the level of the cycle tracks would alleviate this issue.
- This looks like it has lots of beautiful materials and nice plantings but the city will have to be vigilant to ensure maintenance. Potential for vandals and weather damage seems high.
- Keeping things simple make it easier to maintain. These underpasses need constant cleaning and should be designed to facilitate that. Just look at the 8th St SW underpass to figure out what not to do.
- Japan!
- not sure how maintenance is affected
- I wonder if the trees and greenery will survive long term. What if they are vandalized or if they get sick from being so close to traffic exhaust?
- No emergency safety measures for any users
- Too costly for taxpayers
- The new design will require significantly more upkeep than the existing setup. Please stop spending money on frivolously projects.
- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accommodate future buildings from have ground floor access right off of the lowest point?
- Again, useless waste of taxpayers money, (just like the brt).
- Please use our taxpayer money for something more important. Like maintaining roads!
- With new design snow removal and clearing would become more difficult
- Please consider that the pedestrian sidewalk drainage is very tough to deal with as a pedestrian as there is not adequate drainage or sidewalk maintenance when there are big melts. It is very unpleasant to walk. Please consider adding storm considerations
- looks like a more desirable place to walk, and more foot traffic should mean less vandalism
- What sort of trees are you going to plant that are "site-specific"? I am down for growing the urban forest but which tree species will last and thrive in an major urban thoroughfare?
- I am somewhat concerned about the types of plants to be used. Seasonal leaf fall will require taking or collection to keep the cycle track clean. Rotting leaves are slippery under thin tires. Height of planting is also a concern. Avoid head strikes.
- Wider sidewalks & separated cycle lane hopefully allows for a proper plow to get through there and clear snow in the winter... as that is always a consideration for me.
- What do us random citizens know about long-term maintenance of concrete paving? Please ask some experts.
- I hope that, again, this would bring more people to the area. This should hopefully make putting more future budget into the area an easier case to make.





## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- With all the angles on the hard landscaping on the walkway, how well will it be maintained and cleared of snow during winter months?
- Salt spray on plants will be a maintenance issue - other ideas to ensure plant health??
- Heavy consideration will have to be given to plant species which can withstand wind, shade, and traffic particulates, and are affordable to maintain
- do not use wood in design the life span is not long enough and increases maintenance/replacements use stone metal or more permanent engineered products with a minimum 30 year life expectancy.

### Safety & Social Considerations

#### Improve perceptions of safety

Does the design achieve the vision, goals and objectives? Please tell us why...

- Ensure that the trees (which are an important addition) meet CPTED design and do not create unsafe areas to hide in the underpass.
- you talk about compressing to help alleviate lingering and then you compress the sidewalk and add benches and seating opportunities? There should be no seating in an underpass this will only invite more undesirable activity - this is not a park
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- Is it unsafe now ?? What is your agenda?
- Instead of blank walls, how about some small businesses (if space allows), hotdog stand, magazine stand, etc... More eyes would make it feel more safe.
- No improvement to cycle track stated. Poor signalization at 10th Avenue. No formal guidance to turn from south or northbound 5th Street cycle track to westbound 10th Avenue.
- Does not address left turning drivers not paying attention.
- Additional lighting is good. Narrowed walkways do the opposite of providing a feeling of safety as we are forced to walk toward undesirable/intoxicated people at times.
- Needs heated pavement to reduce ice and snow. Needs indoor walkway to connect to +15.
- Safer sidewalks and cycle track.
- East side of 10ave and 1st sw is dangerous for cyclist and pedestrians when cyclists want to turn east on 10 ave. There can be a lot of pedestrians crossing at the same time as bikers and cars turning east on 10 ave
- Crossing 9th ave on the side of the turning lane is still very dangerous. More markers and signs should be put in place to clue drivers in. The NW corner of 5th st / 9th av should have a more well defined area for pedestrians to wait.
- Please address the vehicle/cyclist conflict between SBL drivers and NB/SB cyclist
- I am not sure that the architectural elements are making the space more comfortable.

- "one-side" cycletracks have cyclists in "unexpected" direction for many motorists; perhaps making 5th 2-way for ALL users would be better (with a one-way cycletrack each side)
- I avoid using the 8th street underpass due to homeless activity including public urination and drug use. I live in the beltline and go out of my way to use 5th for its wideness and clear sight lines. Reducing the sight lines is a safety hazard.
- This isn't required. More wasteful spending
- Partially achieves. Requires additional activation from adjacent parcels. "Eyes on the street". There are lots of times when homeless pan handle and drink in groups and hassle for money and safety is a concern.
- There are a lot of homeless people who use this underpass. I picture them asleep next to the plants and urinating in the plants, rather than the regular concrete they use now.
- You are making it a better and more attractive place for people to loiter and hang out
- Again ensure ALL the Lights are Working! Keep it clean. Urine smell free. Graffiti & vandalism free. A "HELP" button on both side of the sidewalk for emergencies would be better than shrubs.
- There is a tendency for snow and ice to accumulate under the overpass especially when temp goes above 0 during day then drops making the underpass dangerous at times
- safer for cyclist.
- Safety is fine as is.
- Benches for real? Stop the madness it's a walk way!!!
- Southbound cars speed under underpass and cannot see 10th ave red light until cleared underpass. Makes crossing 5 st at 10 ave feel unsafe.
- Lighting. I do not like poorly lit confines... creepy.
- Perception does NOT equal safety. Sure, lights are safer than none. Ask a woman if she will go down there with folks loitering and a busker singing at the far end.
- Concerned with pedestrians and bikes on same sidewalk. Safety is at risk if this is the plan.
- What are the perceptions of safety. In reality it's perfectly safe. I assume you mean the harmless homeless. More gentrification.
- Lights.lights,lights.
- "Perceptions" of safety. How about \*actual\* safety. I see a lot of expensive garbage for people to hide behind
- This does not address improving safety of 9 ave SW sidewalk which is not safe or accessible.
- Narrowed lanes are not safe for reasons mentioned above
- Compressed space to discourage lingering? Or just blocks access after hours with drug deals, criminals?
- Don't add seating and bushes for people hide in like they do on 8th st
- It is an under pass cannot ever totally alleger without full time security presence. Not reDonable as the risk is minimal
- I will never sit on a bench turning my back to traffic. You hear traffic noise but don't know if you are safe to stay on the bench in case of an accident on the street.



- Don't improve the "perceptions" of safety...improve safety!! Police the area and keep the food and other garbage properly managed!
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- Narrowing the lanes will lengthen fire department response times. Busses and other large trucks take up double lanes in the underpasses such as 8 st, and fire trucks cannot pass them. Narrowing the lanes will degrade citizen safety & anger the fire dept
- All these seats will attract homeless, especially at night. This might be desirable, depending on the objectives of the design.
- Adding more places for vagrants to lurk does not improve safety
- Not sure how you'll address loitering under bridge, which seems to require police enforcement. This is a big
- i like it
- i just know lighting is a big issue for me
- I walk a lot and having an underpass with bushes is nothing but a good opportunity for predators
- I worry that too much landscaping will encourage pedestrians to linger under the bridge, I prefer a more open and less cluttered design, it should not be a meeting place but a place for movement through
- Keeping the cycle track properly separated from the road using a curb. Remove all seating to discourage loitering.
- the underpass is still a vulnerable place. The train tracks would have to be removed to improve the perception of safety.
- Improved lighting is good, reduced sightlines due to vegetation is not good
- People begging, drinking
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- That is a scary place to walk
- Adding benches and trees and narrowing the space seems like a terrible idea for trying to discourage lingering, especially at this location, where there are constantly people sitting on the ground/sleeping and it's difficult to walk around them as is
- Lighting should help with safety, although benches will probably only be used by homeless.
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- How are you going to guarantee safety is enhanced?
- Cyclists do not feel as safe when they travel at the same grade as vehicles. Grade separation would increase cyclists' perception of safety to a reasonable level.
- Auto and bus passengers should be able to enjoy the pedestrain art experience while sitting in vehicles.



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Safety? Encouraging people to hang out on busy street corners is a bad idea. All users should be focused on safety and there shouldn't be added distractions (ie busker stations) that take their focus away from that task.
- My opinion - Calgary is just NOT a safe place these days.
- seems to
- This looks like it will improve pedestrian and bike safety, but am concerned about narrowing the lane widths for traffic.
- It's a space for everyone and is going to be well lit and bright, with limited room for loitering. Buskers will be there because they are allowed to be there. Panhandlers not so much.
- Still no place for a pedestrian to escape in case of attack.
- Just an other area for more vandalism and 'homeless' hangout. Total waste of taxpayers dollars.

### Enhance lighting

Does the design achieve the vision, goals and objectives? Please tell us why...

- Need to ensure that it is well lit and maintains a safe, welcoming feel. Don't make too stark.
- Not enough information provided to comment drawings are poor quality for such an important project
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- Ensure the lighting is functional and not overly complicated to maintain.
- Looks good.
- They have already installed lighting, just recently, not sure anymore is needed.
- I am concerned that adding additional architectural elements here including benches and reducing clear sight lines will increase the desirability of overnighting or drug use. The plan looks beautiful but so did the 8th one, but 8th's problems have worsened
- This isn't required. More wasteful spending
- Not sure. Would it be possible to provide a night rendering?
- Please ensure the lighting is bright enough for a person to safely walk alone at night.
- Perfect project combining light and shadow of the trees
- Maintain ALL the necessary lights are working. Sometimes simplicity is still best.
- Keep those help buttons though please
- Lots of ambient light!!
- difficult to say with given information. lighting can be a feature as part of the tunnel.
- More lighting is fine, add that for all the walking paths if you must
- All the underpass needs is more/ better lighting. Stop making this a waste of \$
- Lighting matters
- LED lights..... and they will operate at 50% efficiency after 3 months.....
- Proposed lighting strategy is vague



- Wasteful and we know you will have no follow through on maintaining it (see 8th street underpass). But that's okay because it's wasteful to replace all those stupid lights
- Design doesn't clearly demonstrate how the lighting will be changed
- Lighting would help. Assume there will be cameras and signs notifying of cameras?
- If they are standard lights then yes, we don't need the light brite wall that is taking 2 years to complete on 4th
- Cannot tell from the design
- Bright lighting is essential. The underpass MUST no longer be seen as a suitable place to sleep or carry on dangerous life styles. Bright lighting (that is vandal and spray paint proof) and visible policing and enforcement must be implemented!
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- It's light enough already
- Use LED lighting in an artistic way
- Lighting inside by sensors detenting
- Cannot tell from current plans and renderings
- Unsure what the lighting is?
- Impossible to determine from the extremely limited design views. Will the lighting solve the current contrast problem on very bright days walking into the shaded section. Can this be achieved passively or will there need to lights on in the summer
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- Lighting is important in tunnel. I'd spend more time on cleaning than decorating. Art work will be graffitied.
- Not enough details to determine if accent lighting will be enough. Talk to CPS.
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- No nighttime renders provided. Cannot comment.
- How can you tell from the illustrations. Lighting should be practical and easy to maintain. In this day and age it should not be too difficult to achieve. Make sure it's not easy to vandalize, not blinding, and not distracting to drivers.
- Is CCTV included?
- Should always be lit well to detour camping out by homeless
- This area is so dark and dingy and that attracts vandalism. I love how bright it is. It will have art and will feel like a more positive space.
- 'seems to according to description
- probably will be achieved since this is an important element.

- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accomodate future buildings from have ground floor access right off of the lowest point?
- Waste of infrastructure money!
- Our city council is so out of touch with reality.
- yes! Finally, the entire area looks well-lit now.
- Night-time lighting is crucial for vulnerable populations. WELL DONE
- Lighting is important but separation is key.
- Hard to tell what actual lighting improvements are being made;
- More light is more light!
- Hard to tell from sketches but more lighting would be an improvement.
- Cannot tell from rendering
- I hope so.....please ensure
- I don't see any lights in these drawings. At least two lights are required under the underpass for pedestrians to be able to see.
- Light up the area to deter criminal activity and loitering in the under pass, make it open and bright, do not include objects that obstruct view or lighting.

**Improve integration with existing and future adjacent developments**

Does the design achieve the vision, goals and objectives? Please tell us why...

- Not enough information to comment drawings are poor quality
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- Does not seem to integrate very well
- Does not address left turning drivers not paying attention.
- No indoor walkway to connect to +15.
- Problem more for adjacent development than this project. Need surface parking lots to redevelop.
- GT
- This project should lend itself to incentevising redevelopment of the three adjacent undeveloped sites. I don't think it is particularly addressing this now.
- Again I would like the underpass to have clear visisbity to passing cars for safety.
- This isn't required. More wasteful spending
- Very good concept. As a tax payer I appreciate the process and openness the City is showing with this program. No more fancy LED scrolling display's like on 8th Street or blundered cut and paste art like on 4th Street.
- Looks good
- Not sure what future developments are



- The safe injection site just opened nearby. Now there will be benches for dealers to sit and wait
- Not applicable. Use the budget to alleviate Homelessness instead.
- Full integration would have them develop strategies to limit motor vehicle use.. their business model depends on more cars so definitely NOT fully integrated
- Art, lighting, and design element should think about the site condition . building new canopies in front of "tunnel" hardly seems necessary, the architectural element will be better served to wrap the underside of the tracks.
- Fewer traffic lanes is not going to help future development. Leave us with 4 lanes.
- Leave it alone
- Makes sense to have transitions
- it's a hole under the ground.
- Access to Marriott remains only from the corner, should connect the length of the development.
- It's fine now really
- Broke city and angry taxpayers does not integrate with anything
- Still not clear how it's working with the Marriott and 9 ave sidewalks. The 9 ave sidewalk needs more fixing than the underpass - not accessible or safe
- Connects everything - or at least appears to.
- Can't tell how it integrates with the Marriot.
- Unknown
- Cannot tell but given the length of time to complete other underpasses there is a tremendous inconvenience to the daily users during the construction phase
- The design is overdone and not needed. The underpass is a corridor to work and shopping...it is NOT a destination!
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- Removing retaining walls as part of future developments can do this, upgrading the underpass Aldine will achieve nothing!
- Integration is much better with Marriot.
- Most of the adjacent sidewalks are too narrow. That aspect is not integrated
- Cannot fully know what the future holds so this is a bit if a silly question.
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- No idea
- Can't tell until redevelopment happens.
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- Looks good.





## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Very hard to tell from these drawings. There's only one development that's close to completion, one development that has stalled and is now an eye sore, and two parking lots.
- It's an underpass. How can it meld with other buildings and green space? I
- keeps up with city standard
- 'appears to.
- not sure how to evaluate
- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accommodate future buildings from have ground floor access right off of the lowest point?
- Waste of infrastructure money!
- we have mass unemployment and our energy industry is being smothered. Get your head out of your rear ends!
- New Marriott hotel and sidewalk design would have been for nothing and new design would not match existing
- Good integration with the cycletrack
- I like the idea of the busking area. Is this the only idea around integrating the Marriott site with the bridge?
- We still need to watch for vehicles turning into the cycle lanes.
- Since a current problem is that the Marriott plaza is disconnected from the sidewalk and it literally finished being built last week, I have limited hope for future integration being handled well.
- With hotel, conference centre, and many new condos, it encourages movement from one side of the train tracks to the other to be on foot or on bike.
- For me, it is very important that street people feel welcome - it's their city too!
- Waste of my tax dollars. Nobody commuting cares how pretty the underpass is. Make it safe and functional.
- i would like to see even further integration with the new marriott building, i've been quite disappointed by the lack of interaction to the underpass at this point
- the design does not fit into the existing street layouts on 10th or 9th avenue, almost to modern does retain the character of Calgary, is this an exercise in creating a spot art design element or an effective multi mode traffic corridor that is safe

### Design & Aesthetics

#### Make "wasted space" useful

Does the design achieve the vision, goals and objectives? Please tell us why...

- Reduction in vehicle lane widths





## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Through public art
- There is an abundance of space and openness in this underpass - initial feedback above indicates this works well. To clutter the pedestrian realm with planters and jungle jims does not seem like the right approach
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- Perfectly fine now, fix the lighting and replace the tile sidewalk blocks that you removed putting in utility
- The 5th street underpass is one of the best remaining underpasses going from the beltline to the city center. Please don't ruin it with this project.
- Need indoor heated walkway
- Much better use of space.
- Not sure if the wider "busking space" would be used as intended.
- ????????
- Do we really need 3 traffic lanes southbound?
- i love the shift toward utilizing space for art or artistic design. plants and vegetation fit that as well. good idea :)
- Parking lots are wasted space and better integration would make the whole area more attractive.
- This isn't required. More wasteful spending
- What about the hidden areas up by the rail line where people always sit in the summer?
- I really like the plants
- Modern
- It is a side walk. Let it be a side walk
- It is not wasted space! Extravagant budget on UNNECESSARY SPENDING is wasteful.
- Love the plants
- agree, excessive traffic lane widths are wasted. but pedestrian walkway width was a feature. for a sidewalk that's edged by one solid wall and tracks, extra width goes a long way to make this more comfortable. do not reduce current width of sidewalk.
- Can the west sidewalk connect to the new Marriott?
- It's a walkway ....not a park. Stop!!! Add lights
- Sounds great yes stop the street people from using it at night feels safer
- Art plants people
- It's a nice idea and looks pretty on paper.
- Lift Station could be seen as wasted space, since it needs to stay plant the roof.
- Put some sleeping areas there.
- Yes, plants and very specific trees that can take the exhaust fumes.
- Open space for people to move is not "wasted". Filling space with million dollar shrubberies and goofy lights that you won't maintain is ACTUAL WASTE
- Define 'wasted space'



- It's not wasted. It's a road and sidewalk. It works just fine.
- I don't see wasted space now when walking during rush hour
- What truly wasted space
- The space is not "wasted". It is a necessary and functional corridor. Make it safe, clean and well lit and I am happy. More features like benches and hidden spaces will only encourage the behaviours that make it unsafe today!
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- How about making the wasted space into more room in the vehicle lanes so fire trucks can still pass vehicles in the underpass? No one thinks about the fire dept. when doing these projects.
- Do we really need all this walking and biking space?
- It's in underpass, what wasted space? People aren't congregating here, they are commuting, all space should be maximized to allow for more people.
- Creates a plan for vibrant community living.
- I think it's going to look very dated very quickly. I do like the trees in the medians, however.
- The median still flares out to its full width in its centre so this doesn't gain a lot of additional space.
- By making driving lanes and medians narrower it's going to cause bottlenecks of bigger vehicles, buses etc.
- A water feature in tunnel would be innovative and an experience for users.
- the fact this underpass is one of the widest is not necessarily a bad thing.
- Space should go towards facilitating people from one end to another, discourage creating space for gathering or loitering.
- This is begging the question. If the space is wasted why the need to add more space by narrowing the lanes.
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- What is the use of the space except to get under the street to the other side or for people to set up a shelter?
- Space is necessary to walk around people that are often sleeping or sitting around on the ground at this area.
- Plants are a good use of space. Make sure they are drought tolerant and maintained.
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- Places to sit will be used as long as they are far away from, or physically protected from car traffic.
- It is an under



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Is there a way to make a safe, warm space for the homeless in the area. This is a popular underpass for them, so how can we incorporate their needs into it? As well, include power outlet so the homeless can charge cell phones.
- creative environment
- What wasted space is there? Aesthetics? Figure out how to reduce the garbage, food, faeces, puke, urine, and the obnoxious odours of said items that appear in these areas. Maybe walk through the underpasses on a hot Monday afternoon in the summer.
- My opinion
- always thought there was wasted space
- It's a well thought out plan that takes into account all stakeholders
- look good from pictures
- There is no wasted space. Adding barriers to the walk ways will waste space. Please stop wasting money.
- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accomodate future buildings from have ground floor access right off of the lowest point?
- Waste of infrastructure money!
- This is a "waste" of money!
- Love the benches!
- Waste not, want not. :D
- I like the wooden benches that have been included on the ends. I also appreciate using otherwise "blah" walls for public art.
- Beautifully wide sidewalks made to be beautiful and enjoyable.
- Not sure if I'd consider any of the existing space as "wasted" but it makes the space more visually appealing
- The design elements are beautiful
- How is a sidewalk that has enough room for pedestrians walking in both directions wasted space? That is the only thing the underpass has right. Don't make it more narrow.
- By adding elements to make it an spot art project does not meet the requirements for all modes traffic into and out of downtown, the bike path should use "wasted space" and return two lane traffic into and out of downtown in safe and open concept.

### **Provide elements of discovery and curiosity through art and design**

Does the design achieve the vision, goals and objectives? Please tell us why...



- Ensure the public art is attractive and appealing.
- Would need to see more details of the public art. I particularly enjoy the murals at the 4th St. SE underpass
- Utilizes public art and city creatives
- There is nothing artful about this design - I can't see anything in the drawings that suggests a public artist was involved
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- The design is to discourage loitering, why would the goal be to inspire curiosity?
- Could be more engaging, but good.
- No more art waste !!
- There is certainly more to see. Not my preferred design but better than today.
- This isn't required. More wasteful spending
- I like the use of art and design
- What does that even mean
- Not applicable. UNNECESSARY use of budget.
- I often look at the art in these underpasses!
- elements that make people think/relate to the tracks/trains above, traffic around, bicycle/people on the other side? Think movement, not lingering - people prefer to do that in plazas and parks.
- Put art and green spaces where they can be enjoyed, not on a walking path UNDER a train bridge.
- Stop it!! Wastes money
- Needs a better idea of art behind it. Possibly more colourfull and with graffiti
- Could be more colorful may be add coloured lights?
- See the new library. Art matters.
- Pardon me? It's an underpass
- Perhaps it does, i like the visual stimulation of the vegetation and wood. Not sure where the art is and isnt very important to me.
- The city should not be increasing taxes to pay for curiosity on sidewalks. Sidewalks are for walking. Give your head a shake. This question must be a joke
- Will there be public LOCAL art?
- Discovery and curiosity?
- Stop wasting money.
- Not important
- Cannot tell Without seeing the art
- Why? The existing art in downtown underpasses has been vandalized, smashed and left to the elements. All I want is a clean, safe and well-lit walkway.
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- What?



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Stop wasting money!
- When you are walking your primary concern is lighting and safety
- I don't think it does this very well.
- I don't find the design artistic. But it looks nice in the picture.
- Not too innovative.
- seems too/overly designed.
- I would prefer the concrete walls along the sidewalk be prepped for murals.
- Could use another public art piece
- This can only be answered in positive in a few years time. Depending on how time deaf the art curation is it will be a negative in a few days.
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- Oh, please!
- The images don't show the public art, but the opportunity is there
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- Achieves this objective as much as an underpass can
- Needs way better interaction with the public. What is shown is not that imaginative and disconnected from the ped experience. Needs hands on public art!
- Why do we even need this on a short underpass? Last thing you want to do is encourage people to stop and restrict pedestrian flow. Everything does not need to be a walk in a park, museum, or science centre.
- learn from Japan... .
- change is good
- Combines art with nature. Several different elements are combined into a pleasing space.
- looks ok can't really tell but need to detect the homeless and dangerous drug users. They can be aggressive.( maybe meth but not very comfortable if you run into one who is aggressive.
- This is not an art gallery, adding elements that will cause people to pause in the walkway while reducing the space to do so are two goals at odds with each other.
- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accomodate future buildings from have ground floor access right off of the lowest point?
- NO MORE ART!!
- Art is not important in a city that is dying from U.N. globalization !
- This is a place that will now attract photographers and tourists
- PUBLIC ART IS AWESOME!!
- I love public art and I am always thankful when that has been considered for any upgrade.



## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- Could encourage people to slow down and enjoy existing and new art, by make the space feel safer and more park-like.
- Please get a new artist
- The integration of fossils from Calgary's geological history are wonderful - highlighting them so school children will make a special trip to see them would spell success. Calgarians do not understand geological history & often don't install sump pumps
- i don't see much direction for public art in the concept - add a graffiti wall!
- Who cares, it is a commuter lane. Spend my tax dollars increasing safety not making things look pretty while I am commuting.
- Hard to tell from the renderings, but lighting could really make this project successful. Light up all the things!
- This is not needed in this project, this is a multi mode traffic corridor not a park. keep the design to its purpose which is to move all mode of traffic into and out of downtown. Add character, not an art project, bring back character of old Calgary

### Incorporate trees and vegetation

Does the design achieve the vision, goals and objectives? Please tell us why...

- Not enough information to comment - at first glance one would think that given the context not much would survive - planters look inadequate to support tree growth
- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- Additional free space if maintained is a net positive.
- Looks good.
- Huge improvement! Please move forward to implement
- We can always see lots of trees around the
- Good work within interesting constraints.
- This isn't required. More wasteful spending
- Use 3 dimensional paintings. Clean lines for cleaning,
- I think plants would really make it seem so less like a dirty concrete tunnel. Love it
- However these will just be places for terrible people to pee and throw up
- UNNECESSARY!
- We can never have too much greenery. Please add low lying vegetation and trees.
- inclusion of vegetation, if well-maintained, is a good thing, but do it without taking much away from existing width of sidewalks. can we reclaim some width from road areas?



- It is a walking path UNDER a bridge. How well will sunlight hit it?
- Again a significant waste of \$
- It needs more trees
- I love trees
- well, the dandelions will have more places to grow
- I say the more trees the better!
- It is a nice idea and layout. I do not believe it will be sustainable due to human interference and the challenges of growing trees and shrubs in areas with limited soil along a roadway.
- Clogs space, wastes money, gives dirtbags a place to hide. Total fail in every way
- Seems ridiculous to decrease car lane width to accommodate plants
- What types of trees and vegetation? Edibles?
- Why? This project is not needed. Please stop spending money that does not need to be spent.
- This will cause more issues
- Good
- Unfortunately the design seems to fully achieve this goal but I have to ask why? Low light and other characteristics of urban setting makes this an unlikely location for lush greenery. Again, make it clean, safe and well lit.
- Are you kidding me? You want to narrow the vehicle lanes?! DO NOT NARROW THE VEHICLE LANES!
- Trees in an underpass will die from too much salt and not enough sun
- Short vegetation needed only
- I like the use of the trees - Calgary's downtown needs more of them. Pls ensure they don't get chopped down within 10 years of planting.
- Will they be mistreated? Organic looking sculpture would be unique.
- Well for a short while it will work but will be undone by the inherent problem of providing moisture and replenishing nutrients in the soil. This can be seen around the city.
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- Love
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- Vegetation/trees should be used to separate cars and bikes. Consider planting trees/vegetation in the median between car lanes.
- What practical purpose do they provide? How much wind actually occurs in the underpasses compared to what is at grade level on either end at any given time? Reducing wind encourages shelter seeking which you're trying to avoid.
- It's an underpass. How much can o eat





## 5th Street Underpass Enhancement

What We Heard Consolidated Report: May 2019

- I like the concept
- Again long term I am not sure how this would be cared for and maintained. There are maintenance costs associated and that need to be budgeted for. Is there a way to engage citizens to directly care for the trees and vegetation on an ongoing basis?
- Costly to maintain and keep alive.
- looks like you have achieved. but there is more is better since plants do not grow well.
- Adding trees and vegetation in a sub optimal location will add a great deal of expense in upkeep and likely attract unwanted litter and loitering.
- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accomodate future buildings from have ground floor access right off of the lowest point?
- Huh?? An underpass?!?!
- Start supporting our city's energy industry and stop useles projects like this!
- Trees will limit sidewalk width and snow removal ability
- Good addition of trees
- An amazing opportunity to incorporate some stormwater management for watering ?
- Looks like the bushes and trees will be a nice addition to the underpass.
- Hopefully this is just the start, and there will be more to come.
- More vegetation would make it more visually appealing in summer months
- I hope so
- Seems like a treed area will be a great place for homeless to stash their garbage and sleeping bags. Please don't spend my tax dollars on that.
- More trees the better, the city really needs to push developers to integrate trees and vegetation in the street level of their buildings. The lack of trees in front of the new marriot is really disappointing.
- Vegetation and trees requires constant maintenance, use hard cape and metal. Inegrate ols character of Calgary with a bit of modern, its not a park, its a traffic corridor, make it open safe and bright.

### Do you have any additional comments?

- This is a major pedestrian corridor and one of the busiest areas for cycling during peak hours. Consider eliminating right turns on red at 9th and 10th Ave to improve safety for all users
- Limit the liter and other human stuff around this area
- Please ensure public art is included in this project.
- Additional options should be prepared to allow for proper engagement to occur - this could be one option but should not be "the" option





- Waste of money. See how much 4th street cost and also how long it took! This is a blatant waste of taxpayer money!
- Come clean with your agenda, 1000 bikes a day. I walk this road twice a day, I make a point of looking at the cycle totals. NEVER have I seen 1000
- Don't make it narrow like you ruined the 4th Street underpass with.
- The concepts of narrowed walkways to discourage vagrancy is good in concept, however in long underpasses without readily available escape routes if someone feels in danger, the concept promotes the opposite feeling.
- Please add at least one information heated walkway.
- Thanks for making the cycle track permanent!
- Please please please, tackle 5th street south and north of 17th ave next to make this more complete
- Raise the cycle track off the roadway and on par with the sidewalk.
- How will they be safe?
- Looks amazing
- Great work, happy to see a design that truly prioritizes bikes and pedestrians!
- Need to do something to protect southbound bike riders from drivers turning left onto 10th avenue. Ban left turns.
- Please make this happen!
- Have the guardrail between ped and roadway removed. this could be replaced with planters or functional aesthetic element like planters to improve livability. Considering CPTED, increased lighting will help make the corridor feel safer even with squatter
- I walk this pathway everyday in the afternoon and late night. Recent pavement improvements and lighting work fine, not sure much new is needed. Hopefully any improvements won't take the 3 plus years that the 4th street underpass has taken
- Benches and overhangs will create a reduced line of sight and increased desirability as an area for drug use and sleeping. As a beltline resident I want 5th to have maximum visibility to passing traffic and other travelers over beauty.
- This isn't required. More wasteful spending
- Can you please incorporate a plaque that explains what the design is attempting to improve. Thank you.
- Remember our wind
- I'm so happy the city is doing this! I walk the underpass every day on my way to work and ride my bike on the summer. It is so dirty and smelly. There is urine in the underpass every day. Now, if only we had housing and public toilets for homeless
- Please consider doing the same for all the underpasses
- Good work!
- Putting nice things for people to trash isn't worth it. Please fix one problem at a time. Unless this comes with a 24hr designated police officer to keep drinks and loiters away don't bother



- STOP the UNNECESSARY spending! Use the money in health care, create more jobs for the Calgarians, alleviate Homelessness! I for one had been homeless before and beautification of that bridge doesn't help.
- Do not use glass as was done on 8th street. It never appears clean and looks unkept. Please clean up or cover cement on the underpass. Google designs used in denmark, they are brilliant.
- I cycled 5th st cycle track for 2years... Please fix the traffic lights/flow of traffic so that cyclists and vehicles can get thru several blocks WITHOUT encountering every single red light. It's so frustrating
- About half the time I actually don't use fifth even though I'm coming from the elbow mup because of all the lights/ poor roads between 17th and downtown. Taking second is faster and manages my momentum better. Taking fourth is enjoyable for the shops and
- focus on making the passing through a pleasant experience and not overthink the design. plenty of width (at least same as 4th st SE), thoughtful art/light, vegetation, improved hard surfaces.
- Drainage for water, currently the underpass holds puddles of water. Also please think of snow clearing, the sidewalk gets extremely slippery as it currently is.
- You should look into this invention called 3D renderings. You can create photo-real images that accurately depict future designs, lighting, materiality, etc. All the cool cities are doing it these days.
- thank you for working on the underpass. as someone who uses it every day this makes me very excited both for me and for other Calgarians.
- This is the dumbest proposal since the Olympics. Spend the money on green areas we can enjoy. It's an underpass, it doesn't need gardens
- The lift station on the west side near 10th is an eyesore.
- STOP! Look how long it has taken/ is still taking for the 4th Street underpass. Another huge art installation that is not necessary ... more lights and a new rail would have wrapped this up nicely. I can't imagine how over budget the 4th Street project
- I would hope that this initiated change along 5th street between 10th Ave and 11th Ave. The sidewalks are extremely narrow in this section with people walking single file.
- crosswalks at 9 ave and 10 ave still unsafe. Need more traffic calming measures in this area. Also suggest adding CCTV to underpass area.
- Can you just put all the trains underground and make the entire corridor viable real estate? This would reduce noise pollution and increase city flow.
- Great initiative. Thanks for opportunity. ALSO, build one side at a time!! Detour to next CPR crossing too time consuming for peds, MUST leave on side open. Cost a bit more but critical.
- Keep up the good work.
- nice to see the city trying to improve how things look. We have a long way to go. there are so many sktechy undeveloped lots of land or old buildings that should be improved.
- How much is this costing? I use this underpass lots. You're spending purely because it looks a bit grubby.
- Yes, do not let this project take years from beginning to end.



- Ensure that the Marriott takes responsibility for the trees they cut down for construction and that they replace them on the SW corner. It looks barren right now and I miss those trees. I will never use the Marriott until they replace those trees.
- You should stop this crap. It causes traffic chaos, wastes money we don't have, replaces a perfectly good sidewalk with a bunch of messy junk that you won't maintain and we can't afford to maintain
- Please minimize lane closures if updating this underpass. There is limited space to correct what lane you're in as a vehicle and minimal other corridors for cyclists that cross the tracks.
- Bike lanes aren't the answer in a city like Calgary, where most people live far from downtown and winters are nasty. Even then, they were poorly conceived. A bike lane would have had much less negative impact on vehicle traffic on 1st and 2nd St than 5th.
- Let's try not to create a fiasco with the artwork opportunity this time. How about giving local artists or the schools exposure vs paying exorbitant \$.
- Please stop doing unnecessary projects.
- Don't waste tax payer dollars on stupid art like the stupid blue circle. Any art should be approved by the public. Shrinking vehicle lanes is going to just make traffic congested.
- Terrible
- Hire security or police to clear out homeless people then these underpasses will feel safe.
- Ok, 1st things 1st .. the city needs to redo the 8 Street underpass!! What a mess!! Iron oxide leaching through the walls, bulbs burned out in less than a year, not aesthetically nice to begin with. Redo the 8th Street underpass before starting the redo
- Can we designate public art space for graffiti art? The sterile boredom we call public art is the opposite of how I feel in this city.
- I like the idea of turning these spaces into spaces people can enjoy as much as it is functional.
- Don't over-do it! The design seems to be way to busy and loaded with high maintenance features. Make it clean, safe and well lit and ensure safety elements are policed to ensure a pleasant experience at all hours!
- Don't screw it up like the 8 st underpass, which is already falling apart with rust showing. Do not use stupid railings that jut out into the vehicle lanes like the 8 st underpass. These stupid railings take up precious space in the vehicle lanes.
- Stop spending our taxes on things that don't need fixing! It's fine the way it is. If you were actually concerned about fixing what needs to be fixed, there are worst pedestrian underpasses to be more concerned about...
- Build an underpass at 11st instead of wasting money on one that is perfectly fine the way it is!!
- Nice work. It takes time and effort to take back the parts of our city that have lost their shine. Keep costs low, though, as we need more transit (train) options compared to bike options.
- stop wasting tax payers money we have bigger issues to worry about other than perfectly functional existing underpass's
- The plants and nice features will all be trashed by kunies and bums in the first year without constant policing.



- i think you have done a great job with 4 av bridge walkway
- Yes tax payers like beauty but not overwhelming tax burden
- Pls show respect to the neighbourhood with a clear timeline to complete. 4 St SW underpass has been under construction for nearly 3 years. It's unacceptable, and the City of Calgary needs to manage these projects a lot better. Always excuses with CoC.
- Keep taxing us to death Keep spending tax dollars we don't have
- Looks great.
- I think overhead canopies can be very dangerous. People may climb on them, snow will accumulate on them, animals will dedicate on them, debris will collect on them. I think they will be more of a maintenance hindrance vs. pleasant.
- This underpass floods whenever it rains. Is never shoveled in the winter and is a downhill skating rink all winter. I have been hurt there many times and see people fall every day. Please start to attend to this steep underpass in the winter.
- It is a little boring aesthetically?
- Stop wasting money on unneeded projects and fix the terrible condition of the roads instead.
- The underpass should be designed with the intention of facilitating people from one end to the other, and discourage any gathering or loitering, given the narrow spaces and lack of escape routes.
- You have lost sight of what this spaces primary function is. It is an underpass carrying high volume peak flow traffic. It needs to be safe, snow clearance for pedestrians needs to be as good or better than that of cyclists. It is fine for cars as it is.
- it took 2 YEARS to do the 4th street underpass with many weeks of no activity besides the rental fences and gear accruing cost. Then, before one side was done work started on the second. The stairs on the first side are still being worked on.
- What will this cost? Is it worth paying for something so fancy when cleanliness and lighting are the main concern?
- Get it done quick. a year worth of construction time is a colossal pain in the ass
- I am very concerned with how much money this will cost. Seems we've been working on the 4th street underpass for two years and hard to see what's changed. 5th street needs lighting and that's it. Underpasses aren't a place to hang out. Thanks
- Good job!
- The 4th street underpass has been closed for over two years. The City of Calgary must be prevented from undertaking another underpass disaster. LEAVE IT ALONE. DONT DO THIS TO US AGAIN. DO NOT CLOSE 5th STREET FOR YEARS like was done with 4th street
- There is no reason to not raise the cycle tracks to make this an acceptable facility for all ages and abilities of people on bikes. This is a huge missed opportunity.
- Spend money where it is truly needed, on the roads,(pot holes) or should I say craters.
- Night time really even hard to walk to due to homeless people count in downtown. Take care of this situation so that downtown will be 24 hour operatinal
- Really finding this one a stretch. Also concerned that it will be grabbed by the anti-bike crowd, who will claim that the whole thing is a cycle track project



- Nope.. a good start.. but, more needs to be more thoughtful of all users, particularly the homeless!!!!
- To fulfil their purpose, these underpasses should be unremarkable. Walk from one end to the other, nothing should stand out as truly remarkable or negative. Achieve that, you have achieved something practical and fiscally responsible.
- Whatever you do, do not take away the bicycle lane. As an older rider that lane and the one on 12th ave. have been key to get me riding my bike again.
- Thanks for keeping the bike lane! i am not a confident cyclist but since the lanes went in through downtown, I use them all the time, including to get from Brentwood to my friend's house in Mission! Improvements to underpass look great! I walk here too!
- The biggest problem with the underpasses is how dirty they get from garbage and defecation. That needs to be addressed.
- I'm not sure why there is continued investment in this city. Adding \$\$'s to increase and enhance infrastructure to a city in decline doesn't make sense.
- I think safety measures particularly for pedestrians need to be added ... cameras and emergency phones.
- Other than good lighting, this project is a total waste of taxpayer dollars. It will just become another Central Memorial Park where people don't want to go to as a result of homeless and drug addicts.
- Hope that the homeless do not camp out and beg for change here will distract from the good \$ spent. I will cross street to avoid them.
- Stop wasting my money.im so sick and tired of this city council.
- I am loving the renewed underpasses! Especially the quirky art!
- Please relook safety. Keeping graffiti artists away. Keeping loitering away. Put in place criteria for when a need for increased safety will be recommended and what it will be. It failed at the Sheldon SCC.
- Traffic does not flow well on 5st it's congested during the rush hour. Volume build up from 4 Ave to 10 Ave is terrible
- Please stop spending money on projects that are of very limited value and in some cases have objectives that are counter to each other. It it a passageway keep it clear and open for moment between the two sides of DT
- I don't believe having sitting areas benefits a pedestrian underpass and will only promote loitering and homelessness to utilize this space. What has been done to accomodate future buildings from have ground floor access right off of the lowest point?
- By putting a bench here it will probably attract more homeless people to beg for money due to it being close to the bottle depot. Also before you do this you should make sure the sidewalks up near 8th are open on both sides
- Fire Nenshi, fix existing infrastructure issues and then look at new creations/expansions.
- We need 99% of city council cleaned out, starting with the clueless mayor.
- I find this survey to be bias. It is written in a way that forces my agreement. Does not achieve does not mean an objective, does not allow for me to express an opinion.



- How are we supposed to evaluate this proposal and answer these questions based on a couple of sketches?
- Looks so cool, please get it built!
- Do either of the E or W walls lend themselves to living walls of native grasses or shrubs? Might be a cool place to try them out in the city.
- It's unclear the elevation of the cycle track relative to the vehicle lanes or sidewalk. Could it be raised/elevated above the vehicle lanes for ease of passage and improved safety for bikes?
- Review and potential adjustment of traffic light modes and timing should be done to ensure safety/convenience for pedestrians and cyclists, while still accommodating left - turning cars.
- Thank you for enhancing the pedestrian and cycling experience in Calgary, despite the fact that some folks scream at you.
- Thanks for asking. This looks like a good collaboration.
- Really happy to see vegetation and trees added to this austere landscape.
- I don't understand exactly everything shown on the diagram, but overall it looks like a pretty good project.
- Thank you for recognizing the cycle track as something that works well for the underpass.
- Please do this! The cycle tracks have already made this area more enjoyable to move people. I think this could get more people walking/biking!
- The intersection of 5th St and 10th Ave is still problematic for cyclists riding SB, risk of being hit by vehicles turning onto 10th Ave (the gradient make it a blind spot for drivers). Maybe installing a warning light triggered by SB bikes to alert cars?
- I love the idea of teaching Calgarians about our geological place on earth - many don't! Newbies especially
- remove benches! add a graffiti wall!
- Putting benches along an underpass will only result in a nice seating area for the increased amount of homeless and drug addicted individuals prevalent in the beltline. Tax paying citizens will not sit there. That decreases safety for us. Please consider.
- Please do not have this project take 2+ years like the project for the 4th street underpass.
- Why is there construction on both 4th st and 5th st underpass happening at the same time?? it's really inconvenient for all the commuters in all modes of transport.
- Give the traffic corridor a modern way for all modes of traffic, two way into/out for vehicle traffic, foot and bike traffic by using low maintenance long life materials while bringing back old Calgary design elements using open, bright, safe design.