

# EXPERIENTIAL LIGHT FIELD

|     | WHAT EXCITES YOU ABOUT THIS DESIGN - AND WHY?  | WHAT COULD MAKE THIS DESIGN BETTER - AND WHY?  |
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| 1.  |  | The space need bright and light vs dirt and dark. I imagine the opaque covers all start to get dirty. We need to factor in the ability to maintain this design.  |
| 2.  |  | Since this is at an intersection of a busy street and a train bridge, the "semi-transparent" coverings will quickly be covered in dirt and become semi-opaque. Maybe trying to find a way to bounce light into the actual tunnel portion would be a better use of our funds.   |
| 3.  |  | As a bike rider whom commutes under this bridge into downtown all working days of the year, I'll just say that any width that can be gained by keeping the center median thin, as well as the bridge support thin, within engineering requirements of course given it's a train bridge, are appreciated. I'd even think that the sidewalk platform being wider with non-vertical walls from the road surface up to sidewalk could free up a food of curb on each side. Small amounts help when it's lanes of cars and other road traffic sharing. Further, anything that can help manage the flow of the right hand lane that turns through the building alley helps, even going as far as a mini plus 15 walkway as vehicles and people compete for space and back up traffic there in the mornings. Thanks for consideration.  |
| 4.  | What excites me about this project is the multiple uses and configurations it can take. Simply by adding programs to the design it can take on different looks.                          | I'd like to ensure that during the daytime the work does not affect sunlight on motorists and pedestrians.   |
| 5.  | I like this design because the Northern Lights have always fascinated me and they are very hard and rare to see in Calgary. I think it would add stunning lights and colors to the area. | Maybe make it a "living" night sky theme along with the Northern Lights such as stars, shooting stars, planets, etc... I would love to see more vibrancy in Calgary with lights and such. I find Calgary to be pretty drab in the sense of visual stimulation  |
| 6.  |  | Wonder if residents living in the apartments around that area want to see this light effect every night?   |
| 7.  | In principle I like the idea, it seems innovative...   | ...however, I worry about the safety of the drivers with light reflecting all over the place. The problem with the current underpass is that it's too dark and scary. I'd much prefer to see a local artist contracted to paint a giant mural on the concrete wall. Improve the lighting of the underpass, and paint the entire area.  |
| 8.  | I love the concept, and Northern Lights in general...  | ...but worry with light bouncing off, about visibility for anyone driving and accidents that may occur because of.   |
| 9.  |  | This one is too industrial for my own preference. I find it cold and some could find it intimidating especially at dark when lack of adequate lighting presents easy opportunity for undesirable behaviors to take place.  |
| 10. |  | I agree with Comment #2 - even if this design were as dynamic and interesting as intended ( and don't believe it would be), maintaining it against the environment would require most upkeep - else it would look very shabby indeed.  |
| 11. |  | To the east and west, our downtown underpasses are ugly concrete and steel fences. We would be far better served by breaking these fences down (whenever and wherever possible) and better connecting to the east and west properties. We're missing an opportunity by maintaining the concrete retaining wall on the 8 Ave SW underpass. Thankfully, the 4 Ave SE underpass created a great westbound connection to 10 Ave SW. I wish these three proposals also increased connectivity. Unfortunately, they do not: I am very disappointed.  |
| 12. |  | I've walked this underpass in the evening and always just want to get to the other side before someone takes advantage of the dark, isolated and confined space. I'm all for lighting in this area, but maybe pedestrian safety should drive the design. Having subtle shimmering lights or worse, some spotlight following me and announcing my location to thugs seems counterproductive.  |
| 13. |  | Really, what is this accomplishing? Perhaps #1 and #2 of the architect's own Design Mandates. How does this improve the pedestrian experience during the day? It doesn't.  |
| 14. |  | I realize that the funding implications are huge but I would much prefer a comprehensive plan to bury the rail line through downtown over cosmetic improvements to the underpasses. The rail line remains a physical and psychological barrier between the Beltline and the core no matter how you dress it up, and the surface tracks and noise will continue to put downward pressure on development in the blocks adjacent as well as lower property values for adjoining buildings.<br><br>Taking the larger step and moving the line underground would not only eliminate the barrier between downtown it would also return the surface area back to the city for a variety of potential uses; linear park, BRT/LRT expansion, pedestrian, or bike corridor, etc. While its a much larger expense upfront, the long term dividends to the city make it much more worth while. |
| 15. |  | This design does not address, safety, sense of place, or character on the pedestrian level. it's simply a distraction.   |
| 16. |  | This concept's biggest failing is its presentation on this page. It's clear from other comments here that people are not fully understanding the concept and, while evocative, the illustrations provided don't give any indication of what to realistically expect. The City of Calgary desperately needs more creative structures, but this is just confusing.   |

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| 17. |  | I don't see how this benefits the commute of a pedestrian or cyclist. The final design should improve upon the walkability, whereas this seems to merely provide a distraction to the user. As I commute by foot every day through this underpass, I would find this design to be a waste of the process of re-designing. Nowhere is there reference to new materials to be added to the walls, widening of the walkway, or redesign of the stairwell along the north east wall.  |
| 18. | ...however, the idea makes a statement and makes the space inviting and safer [in terms of lighting and visibility] which is ultimately what needs to be achieved here as well.  | I'm confused about this design as the render depicts that the bridge is still intact. Does this mean the installation runs beyond the underpass? I think that the images are very evocative but as many people mentioned below, could be dangerous for all users. It could be dangerous for drivers who now have to watch for distract drivers and cyclists. It could be dangerous for cyclists who now have to watch for pedestrians who just stop suddenly to check the installation out...<br><br>If the design was more concentrated to a smaller section, it could potentially act as a smaller distraction? |
| 19. |  | I believe this design to be not so safe, as there may be distractions. Proper light under the over pass is recommended though. The design should be practical and safe. Some artful nuances are welcome, should they meet safety standards.   |
| 20. | I like this one the best, of the 3 designs. Who cares if a dumb driver crashes once or twice a week? The opportunity to create a truly interesting and artistic improvement, to what was obviously a dull, concrete, dirty, ill conceived train crossing thought of in the 60's or 70's, far outweighs the risk. Calgary will only ever become a 'world' city if ideas like this are encouraged and implemented. |   |
| 21. |  | This is the my least liked design. This is disruptive and distracting for drivers and face it, we do not need the added risk and liability of distracted drivers.   |
| 22. |  | I think you should focus less on the flashy art and more on modernizing the underpass. New concrete, paint, and railings will be enough for the 4th St underpass, with maybe some consideration for improving space foe bikes and pedestrians.  |
| 23. |  | It's a neat concept., perhaps better suited to a Science Centre exhibit, though? I'm concerned that it would be distracting to drivers, and what would the cost (both initial and maintenance) be?  |
| 24. | like #1.   | ok for stampede week because of its novelty value but I can't see it working in the long term, and as a cyclist, the last thing I want is yet more distracted drivers in our little tunnel of death...  |

# URBAN TRAVERSE

|     | WHAT EXCITES YOU ABOUT THIS DESIGN - AND WHY?  | WHAT COULD MAKE THIS DESIGN BETTER - AND WHY?   |
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| 1.  | This second one is the best. I walk this path 2 everyday and the other 2 choices but seem distracting to drivers and possible lots of maintenance. I like the color it will be like a sky scene scape.   | Would be nice to have some Nature murals added to look at while walking.  |
| 2.  | I love that this addresses a major concern about using underpasses at night: lighting. Moreover, I love how simple the idea is but its impact is complex. It creates such an interesting space, a space that you would WANT to go through, feel comfortable going through, and becomes a "sight" to see in the city. I like how this becomes more than just a slab of paint to improve the quality but more of re-envisioning the space to be a destination, which is what underpasses could become. Just look at lane ways in Melbourne, not just a lane way but a new way to explore the city. |   |
| 3.  | This is a very cool idea. I like the addition of light there. And I love that it would be people activated! Creative. Easier to maintain. This one's a winner.   |   |
| 4.  | This 2nd option seems the least distracting and most reasonable to maintain. The other two look like maintenance nightmares and will be filthy in days. :(   |   |
| 5.  | #2. Keep it simple stupid.   |   |
| 6.  | Best design. Light at night is good. Go with 2. Number 1 and 3 seem to have no consideration for the drivers who actually have to drive through an underpass (doh)   |   |
| 7.  | Design 2 is the best of the three shown - I would say designs 1 and 3 fail on several counts (high maintenance plus distracting to drivers).   |   |
| 8.  | i vote for this one  |   |
| 9.  | YES  |   |
| 10. | I like design #2 the best. I love how it is interactive and lights up what would have been a mundane use of space.   |   |
| 11. | The second design is the best one. Proper lighting and attention to pedestrians and bikers is the most important part of downtown!   |   |
| 12. | I like the brightness and sky blue colour compared to the other designs.   | Regardless of the design it would be beneficial to fix the flat surface i.e.) pavement that you walk one. It has been patch so many times.... Can we do all the underpasses. I walk under 1 SE.... ugly! Ripe for improvement.  |
| 13. | The second option gets my vote. I like how it will be interactive with pedestrian traffic, and sounds less distracting to drivers than the other two.  |   |
| 14. | I am excited about this project as a whole. Specifically, I like how people can interact with the piece and become part of the work. I feel there would be more engagement for organic pieces such as this.  | The design can be made better by ensuring the electrical power used for this work has a minimal impact to the power grid and that it can last for decades without needing servicing   |
| 15. | Of the 3 suggested designs, the second design seems to provide the least distraction to pedestrians, drivers and cyclists. I use the 4th street and 5th street underpasses daily as both a driver and pedestrian. As a pedestrian, I do not want to experience any more ambient or imposed noise than already exists. The current decibel levels are already high enough to drown out my obnoxiously loud cellphone ring!  | The concerns I would like to be addressed include resurfacing of the walls in a lighter colour, possibly with embedded graphic designs, viz. Glenmore Trail or the city of Phoenix's major roadways; gently graded walking surfaces that do not allow water to pool or freeze into skating rinks in winter; even and consistent lighting to provide clear sightless; light-coloured (or regularly cleaned) surfaces on the underside of the overpasses.<br><br>I should think that the emphasis in the re-design to be focused on the ease, comfort and convenience of passage for all modes of travel rather than creating the anomaly of a mini-experience of colour, light and noise distraction to all users. |
| 16. | go light that is motion sensitive and cost effective, unless a daily cleaning plan is used keep it simple....  | do not up anything in an under or overpass that distracts nor make it inviting for people to hang... make it functional without distraction   |
| 17. | All of the 3 designs are beautiful and fantastic. My preference is the second as it is less distracting to drivers and cyclists. The design contains the display within the underpass rather than above it. The underpasses of the first and third designs are drab.   |   |
| 18. |  | I would take the long way home if it were through here.   |
| 19. | Top points for simplicity and workability.   | Even though the examples given in the illustration are boring, it should be easy to change projections regularly until we find something that really works. (e.g sample those paintings that are not very well placed on the 5th St. underpass right now).<br><br>It's a pity that Calgarians can't be trusted not to deface what would probably the only really useful solution -- complete resurfacing of the side walls (street & sidewalk) between 8th and 10th with something brighter and abstract...   |
| 20. | Design 2 is far and away the best design.  |   |
| 21. | The interaction and the lasting "memories " of those who passed before are exciting.   |   |

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| 22. |   | The light shifting and changing could cause a distraction and a safety concern for drivers. Plus if it's interactive it means it's powered. I'm all for technology but I'd prefer to see my taxes lowered by trying to reduce the amount of power we as a city use, not increase it. I'd much prefer to see a local artist contracted to paint a giant mural on the concrete wall. Improve the lighting of the underpass, and paint the entire area so that it looks clean and friendly.  |
| 23. |   | I like this idea, but as someone who sees many people stumbling home at night on this street... it would be great to incorporate additional illumination at night...the underpasses should be super bright at night time, whether by installation or by street light.   |
| 24. | Number two ... distraction is a problem with the other two. Visitors that come to Calgary might be taken off guard causing accidents. Plus it lights up the dark underneath the bridge which also helps out with problems with crime. However ... I like the color. I am also glad that this time it is a CANADIAN Artist. If we must spend 500,000 on art .. instead of paying down the city's debt ... then at least the money stays in Canada. | One question remains to the maintenance of these Art projects when vandals get a hold of it. Is there money put aside or will this become an eye sore in the next 5 years? I was born and raised here and I do have pride in Calgary. However when we find out that Calgary is about 11 billion in debt including the ring road project at this time we are over by close to 6 billion. The storms in the last few years and the miss management of funds which includes Two foot bridges within a stones throw between them at a cost for just one bridge 30 million .. if it gos through I wish we could wait with the art projects .. pay down our debt and when we have managed our debt better .. then proceed with these beautification projects. Oil prices have nothing to due with the debt levels of Calgary. It does bother me that we are not informed of the REAL hard debt levels we are in. This has to stop. Truth must be shared instead of having these hard debt levels on 4 sets of books to make the counsel look good. I think we should all demand a forensic accounting of the City's books from a firm from out side of Alberta. |
| 25. | This is my choice of the 3. It seems understated yet is a creative way to provide safety with light. I agree it is less distracting than the others (no sound and less light pattern). Plus, the light is in the tunnel where it is most needed.  | Would it be possible to have differing color options? Could it be red when the Flames are in the playoffs for example?  |
| 26. | Prefer the 2nd option over the other two. Will provide better lighting for pedestrians and will not be distracting to drivers. I frequently walk and drive through this underpass throughout the week. It is already one of the better ones to driver through but the lighting is poor for walking. This will make it safer and more enjoyable.   |   |
| 27. | I think this one is my favorite as the color scheme is very warm and soothing. Blue tones have been proven to have a calming effect and could maybe ease some of the more rambunctious natures of some drivers.   |   |
| 28. | This is the only design addressing the actual underpass area and the issue of not making it a dark tunnel where you're afraid of walking into. So my vote goes to this one.   |   |
| 29. | Of the three option, I see the added benefits from active lighting to out weigh the others. It adds a level of safety and intrigue.<br><br>Downtown Glasgow and Tokyo both altered street lights in busy public spaces. The results were unexpected: a reduction in crime and suicide.<br>You can read more here: <a href="http://www.seattletimes.com/na...">http://www.seattletimes.com/na...</a><br><br>The element of art is also wonderful.  | It was not clear though how the graphics will be imposed on the walls of the underpass. Projectors run hot and inefficiently while presenting a less than perfect image. Displays can be challenging in bright lights. High Definition displays can appear quite pixelated to pedestrians from a close distance. I would love for more thought to be give in this area and be presented in final proposal before installation.  |
| 30. | I like the lighting elements and the idea of the "shadow trace" of those using the space.   | In any of these designs, care should me made to address the urination issue of the transient people that lurk there   |
| 31. |   | This is the only option that attempts to address the material condition of the site, but it fails as do the other two. The notion that this space could be an "Oasis" is far fetched, and completely unachievable. Is this really going to be an oasis, or is this simply a word to enliven imaginations? The latter I assume. The monolithic blue wall is inviting a canvas of graffiti. The notion of light traces sounds technologically problematic and a huge maintenance burden on the taxpayer in the long term.   |
| 32. | I have a hard time understanding how this works, but it seems like a wicked idea. Definitely the neatest concept out of the three.  | My main concern is how will it age? Is this something that would exist in the underpass for years to come? How will it look as paint begins to chip away?   |
| 33. | My vote is for #2. I like the simplicity of the light and the interactive experience. The responsive light will turn the pedestrian underpass to a much more engaging and safe feeling environment where most underpasses feel quite unwelcoming. I like this!<br><br>I do really like the concept of the trailing light.   | Keep the concept simple and clean. One of the most common pitfalls of interactive spaces is that the designers feel the more technology they can incorporate the better; often simpler is more powerful and more engaging.  |
| 34. | Prefer #2 by a wide margin  |   |
| 35. | I like this design the most. Nice work Calgary. It interacts with people and probably makes the underpass a bit safer. This design will hopefully prevent loitering in the underpass.   |   |
| 36. | I like that this provides more lighting underneath. I also note that the design removes the light poles from the sidewalk, and the railing seems to be lowered to the curb to allow for a wider walkway.  | I just hope there are all new surfaces (new concrete on ground, new walls, redesign of north east stairwell), as well it would be nice if there was a larger landing area on for pedestrians at the curb on the south east and west corners.  |

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| 37. | <p>I love this design the most because the installation interacts with pedestrians. As the light trails behind a pedestrian, it emphasizes a sense of "I was here". I believe the design would also encourage pedestrians to notice one another more, perhaps even smile at one another as the lights converged, and add a touch of whimsy to otherwise standard 'avoidance mode' interactions.</p> <p>Beautiful simple design, gorgeous colour, and a fun point of engagement with pedestrians - all make for a great installation.</p> |   |
| 38. |  | <p>The primary concern about this design (which I do prefer in terms of practicality and durability versus the natural environment) is cost (though admittedly no more so than the other two options): the technology and maintenance needed to keep the various sensors and light output devices running cannot be cheap, especially if it's some kind of projector that can project a streetscape all along the length of the blue section for each and every pedestrian that happens to be crossing.</p> <p>As well the physical devices will need some kind of protection versus vandalism. The cages that are used for the coloured lighting on the Langevin Bridge is one solution, but that would be rather ugly and jarring. Any kind of hardened transparent covering would also be vulnerable to dirt and graffiti.</p> |
| 39. | <p>An advantage of design 2 is that it gives more light for pedestrians in the tunnel which is very necessary when walking through it at night. The design for all three proposals is fun - but I think two is likely the most user friendly and will last the longest - longevity on the other two would concern me.</p>  |   |
| 40. | <p>This 2nd concept gets my vote. The use of such a lively and bold color is welcome in the generally-grey landscape of an underpass. I also appreciate the light trails that remind us and reconnect us with the human presence as we enter/leave the concrete and glass giants that surround us downtown.</p>  |   |
| 41. | <p>Very nice design, and my favorite. It looks to be safe and fits as a "cross-over" between downtown and the other side. Light in abundance when needed. The blue design and posters are colourful and not dull, and fits a city that is maturing and finding its own identity.</p>   |   |
| 42. | <p>I think this design allows pedestrians to re-discover the 'wonder' of walking as an urban model of travel since the pedestrians become 'actors in the highly saturated backdrop'. Very cool !!</p>  | <p>I think the design could incorporate different shades of blue or gradients of blue to represent different conditions in the (surrounding) urban environment, such as number of vehicles traversing the underpass, number of people traversing the underpass, direction of pedestrian/vehicle travel, weather/temperature &amp; environmental conditions, velocity of pedestrian travel, etc.</p>   |
| 43. | <p>This one is the bees knees. Sharp, minimalist, and calming. As a driver, I would likely avoid this underpass if you go with designs 1 or 3 due to the distractions. On the other hand, having a chance to walk through the blue grotto would increase my likelihood of taking a stroll in and out of downtown for the sheer experience of it.</p>   |   |
| 44. | <p>I love this design. It is a great use of colour to break up the long dull walkway. If the railing could remain fairly open and light that would be awesome too, anything to make it feel less confined. I walk this route twice a day and this would be a welcome addition to my commute. Nice job MBAC, keep up the good work.</p>   | <p>The people activated light trails sound like a neat idea but I wonder if functionally they would be more useful as a light guide that pulls you through the space, more in front of you rather than behind.</p>  |
| 45. | <p>This is the best design, I like the interaction of light and people which does create a feeling this is a safe environment. This is the least disruptive and distracting for drivers and face it, we do not need the added risk and liability of distracted drivers. I walk this route twice per day and find it the most engaging.</p>   |   |
| 46. | <p>Between all of the designs I like this one the best. Its beautiful, interactive and compared to the other two design idea's this not distracting to pedestrians, cyclist or drivers. The others in my opinion played too much with reflective light and sound -which gives me the sense that it could be every noise and distracting to the eyes. This design beautiful and engaging.</p>   |   |
| 47. | <p>The blue is nice, and the upkeep/distraction seems perhaps less than the others. I ride through here daily and would hope that there's forum to consider the fundamental design around traffic flow and space use among user groups as well as aesthetics, which it appears these forums are geared to.</p>   | <p>Any width at street level, and therefore thin-ness of sidewalk support, bridge support and median, help the user groups of the road have sufficient room to all get to work safely.</p>  |
| 48. | <p>I like this design idea a lot! It makes me excited because I love the idea of a 'blue oasis' in the downtown area because it invokes a sense of calm and discovery to me. I also love the idea of the light trail guiding people at night because it creates a sense of safety too.</p>   | <p>No suggestions. Side note: The other designs would be too distracting.</p>   |
| 49. | <p>Love this. It's engaging but not distracting, a seamless movement from regular city life to something inspiring.</p>  | <p>Wouldn't change much!</p>  |

# CONDENSER

|     | WHAT EXCITES YOU ABOUT THIS DESIGN - AND WHY?  | WHAT COULD MAKE THIS DESIGN BETTER - AND WHY?   |
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| 1.  |  | <p>There is too much happening in this design, where it seems to be trying to do everything but in the end really accomplishes nothing. Projecting both light AND sound seems to try to do what the first two designs are doing but then adding an extra layer of fluff.</p> <p>I think the idea of projecting light and sound is intriguing but it should not be an every day thing. The technology could be used more interestingly, for example, in the summer along the river at night for like 10 minutes as a show as a way to gather people. Singapore does light show/story along Marina Bay occasionally, which brings people to the space to enjoy it and experience it in a new way.</p> |
| 2.  | The way the pieces will reflect light using just the sun as a power source is what excites me about this design. | The design can be made better by ensuring the light reflected is not a danger to the public and especially people driving.  |
| 3.  |  | I am not a fan of this one at all. There is already too much sun glare as you are driving and this could blind a driver or pedestrian   |
| 4.  |  | This concept is slightly creepy-seems like something off a sci-fi soundstage.   |
| 5.  |  | The lights and sounds may cause a distraction and safety concern for drivers. I'm also not in favour of having a design that relies on power. My preference is to go low-tech and not increase the city's power requirements. I'd much prefer to see a local artist contracted to paint a giant mural on the concrete wall. Improve the lighting of the underpass, and paint the entire area to make it look clean and friendly.  |
| 6.  |  | I agree with other comments; don't like the idea of making it noisy down there.   |
| 7.  |  | I would think with the reflective properties of this design it could cause substantial glare issues to oncoming traffic and / or pedestrian traffic.  |
| 8.  |  | Too Distracting. Space should be inviting and de-urbanizing.  |
| 9.  |  | Again, in this design the focus of the architect seems to be on creating spectacle rather than addressing the material condition, psychological barriers, and physical space of the site. What impact will the glare from solar reflections have on drivers? Or is that part of the material affects the design team is trying to achieve? Again, go back to your 7 mandates of design and actually address them instead of focusing on creating evocative renderings that will not translate into actual built work. In my opinion, the City and the design team should try again and focus on the basic tenets of creating a comforting physical environment.                                     |
| 10. |  | Not a nice design, and I question the safety as well. It still seems to be the boring and dull underpass it is now (for most part).   |
| 11. |  | I would rather see this section as a bit of an oasis in the middle of the city. Not a fan of reflecting traffic noise down into the tunnel. It will amplify down there and make for a distressing walk through. Have you thought of something like the fish "swimming" down the Glenmore trough near McLeod? Could do birds, horses, moose...   |
| 12. |  | NO NO NO This design is very disruptive and distracting for drivers and face it, we do not need the added risk and liability of distracted drivers. Plus it would create uneasy feelings from users due to parallax views. This one should be in the same garbage heap as the Big Circle by the airport.  |
| 13. | Love the connection to the sky, the effective use of the transition as pedestrians and vehicles enter and exit.  | Again I would be concerned about distraction to drivers, particularly as many drivers show nervousness going through the underpass already.   |