

What might a low-floor LRT look like?

A low-floor LRT system has step-height stations that can be incorporated into the urban streetscape. Below are examples of low-floor trains that operate in other North American cities.



Waterloo, Ontario

Stations are step-height. A low curb separates train and vehicle lanes.



Portland, Oregon

Trains operate next to sidewalks without physical barriers.



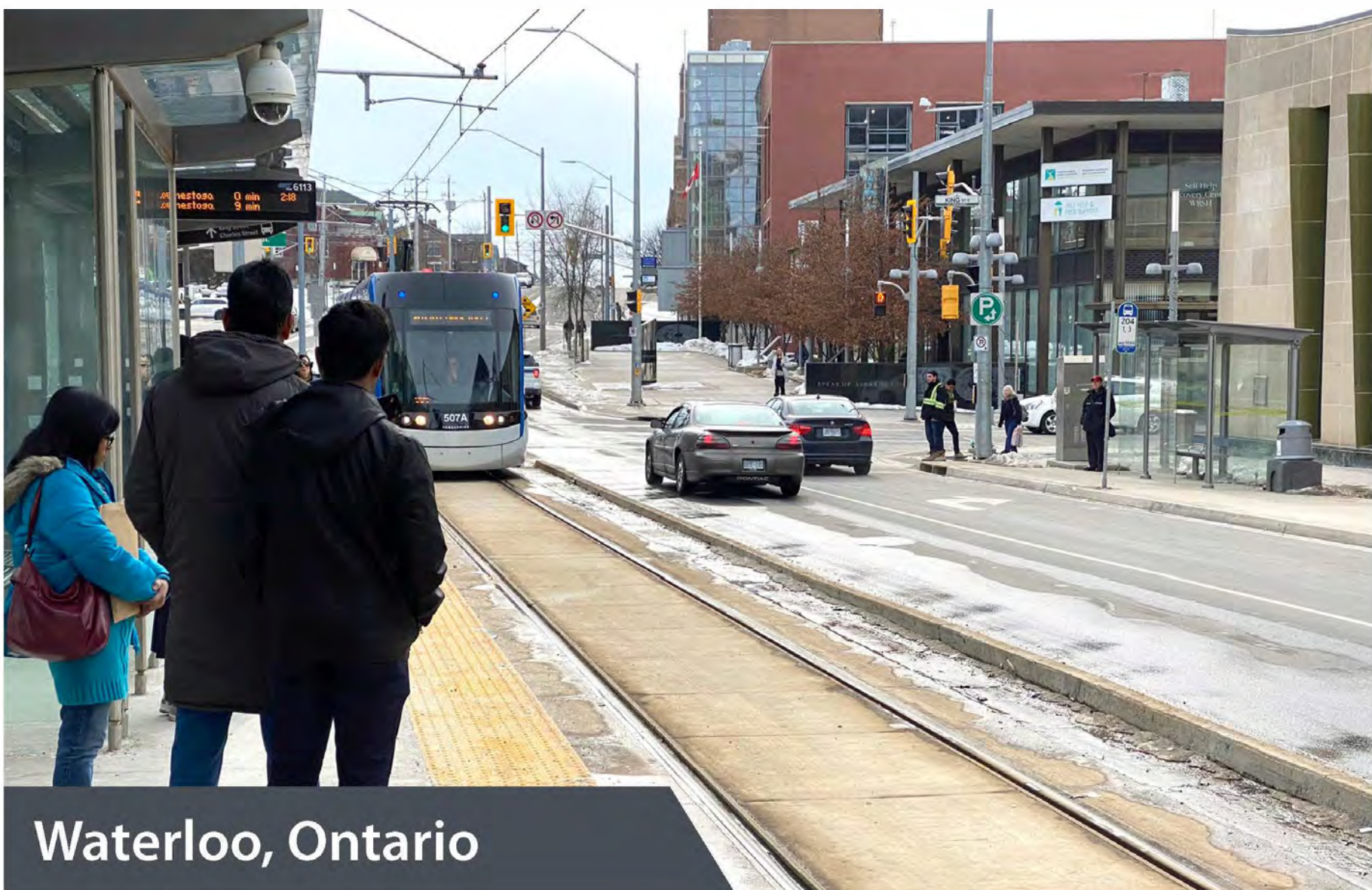
Minneapolis, Minnesota

We don't anticipate that there will be gates or bells where there is good visibility for operator and pedestrians.



Minneapolis, Minnesota

New trains are expected to be much quieter. Station areas and streets are places that people can enjoy.



Waterloo, Ontario

Trains operate next to vehicles and travel at or below the speed limit of the street. There are no barriers or fences separating vehicles from trains.

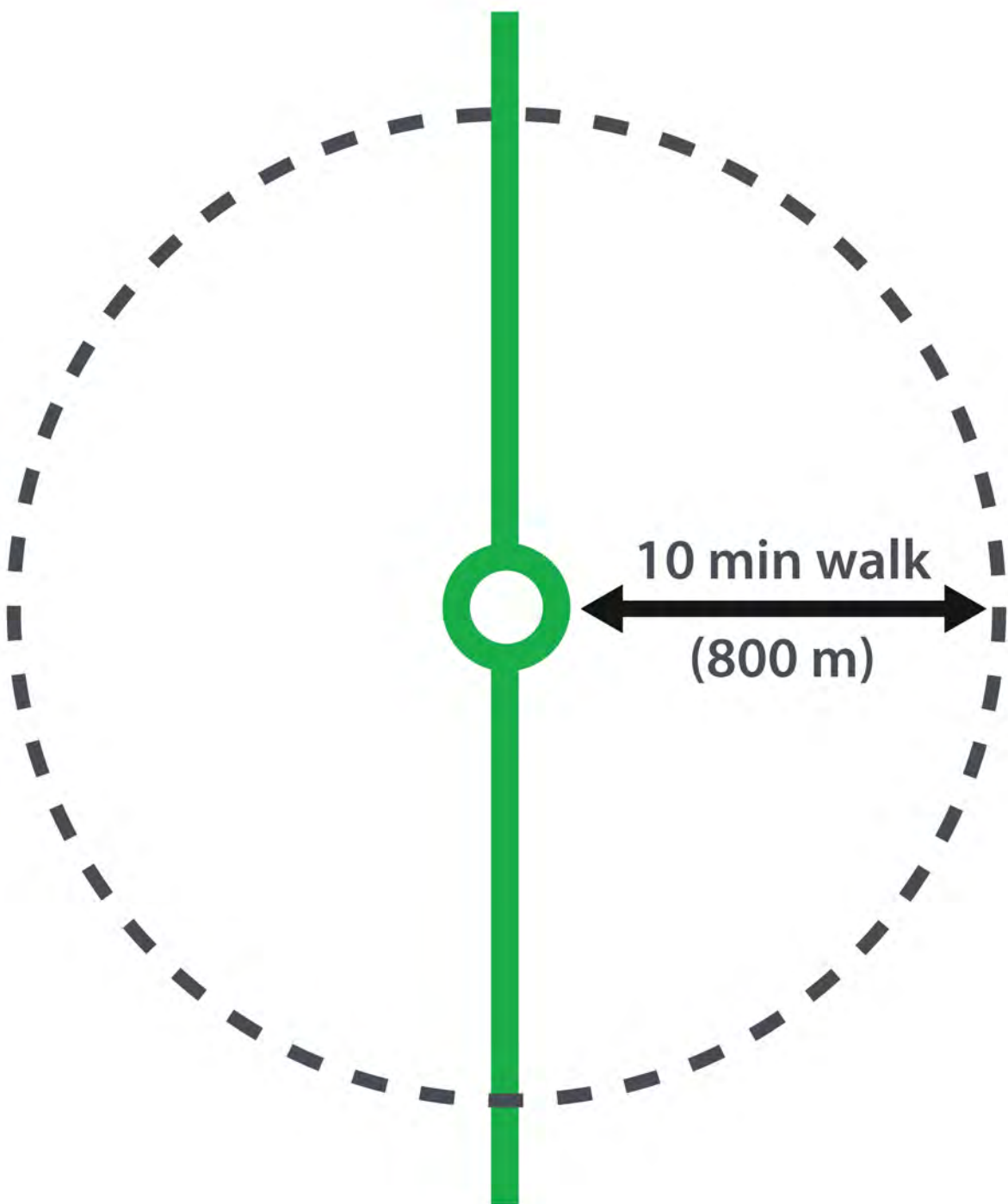


Portland, Oregon

Tracks are embedded in the roadway, which makes it easier for people, bikes, and cars to cross.

Why get to 16 Avenue N as part of Stage 1?

Getting Green Line to 16 Avenue N maximizes transit ridership, provides for ease of expandability, and enables public realm improvements along Centre Street N, and makes it easier to expand further north when future funding becomes available.

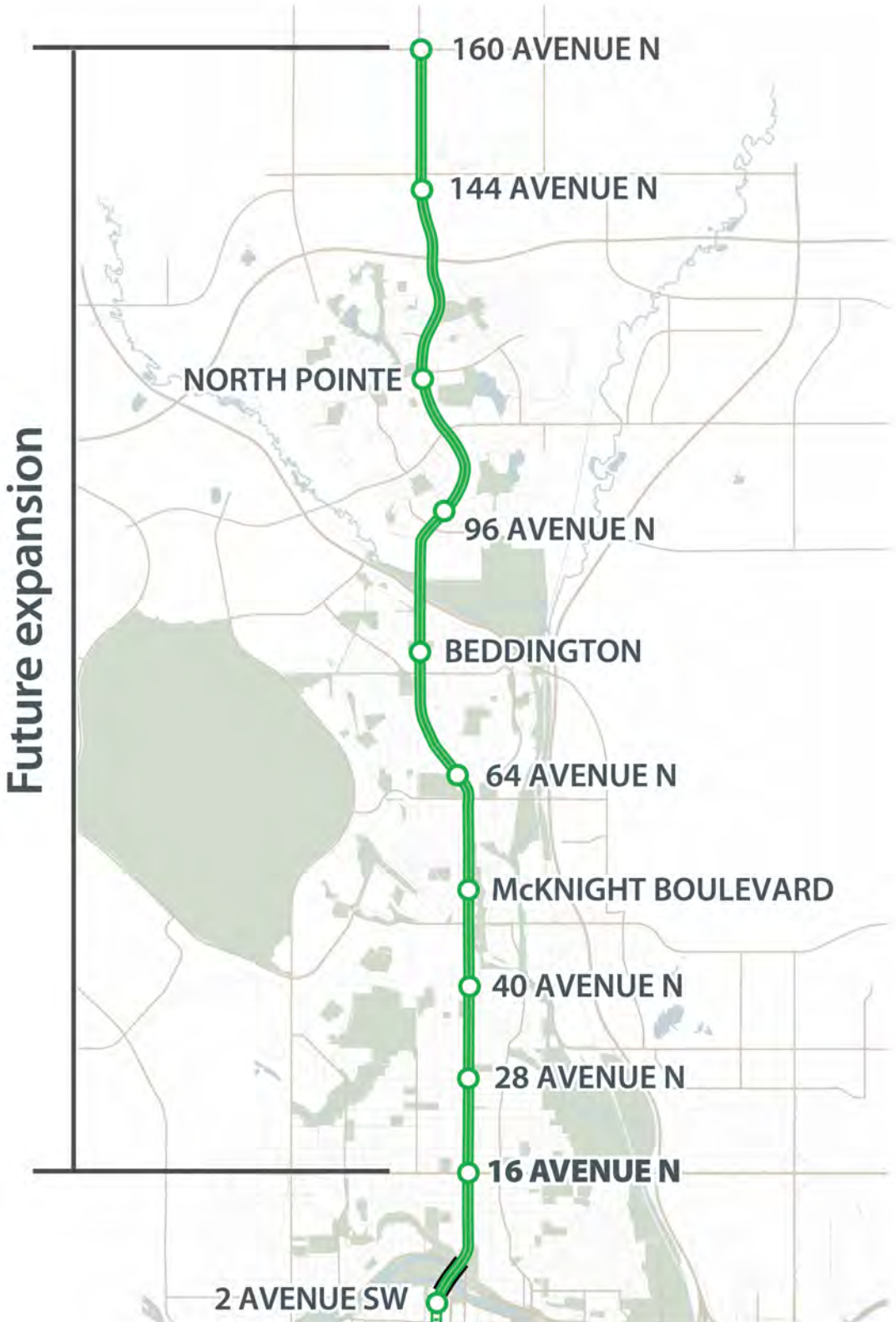


Maximizes transit ridership in Stage 1

Outside of the downtown core, the number of people who live within a 10-minute walk of the proposed 16 Avenue N Station is the highest along the Green Line alignment.

Ridership: 16 Avenue N Station is expected to be one of the busiest stations within Stage 1, with over 11,000 trips on opening day.

Connections: 16 Avenue N Station provides a key transfer point that connects people with the broader rapid transit network.



Provides ease of expandability

Within Green Line’s approved funding of \$4.9 billion for Stage 1, it is possible to cross the river and connect to the 16 Avenue N station.

Like the Red and Blue Lines, Green Line will be built in stages. Getting to 16 Avenue N as part of Stage 1 will make it easier to expand north as future funding becomes available.



Provides a catalyst for improvements along Centre Street

The construction of Green Line provides opportunities to advance Centre Street towards its long term vision as a street where people:

- Feel comfortable walking along and across to access their homes and area amenities.
- Have high quality transit service that connects them to work and other destinations across the city.
- Visit as a destination, supporting area businesses and Calgary’s local economy.

North Central BRT with MAX level service upgrades

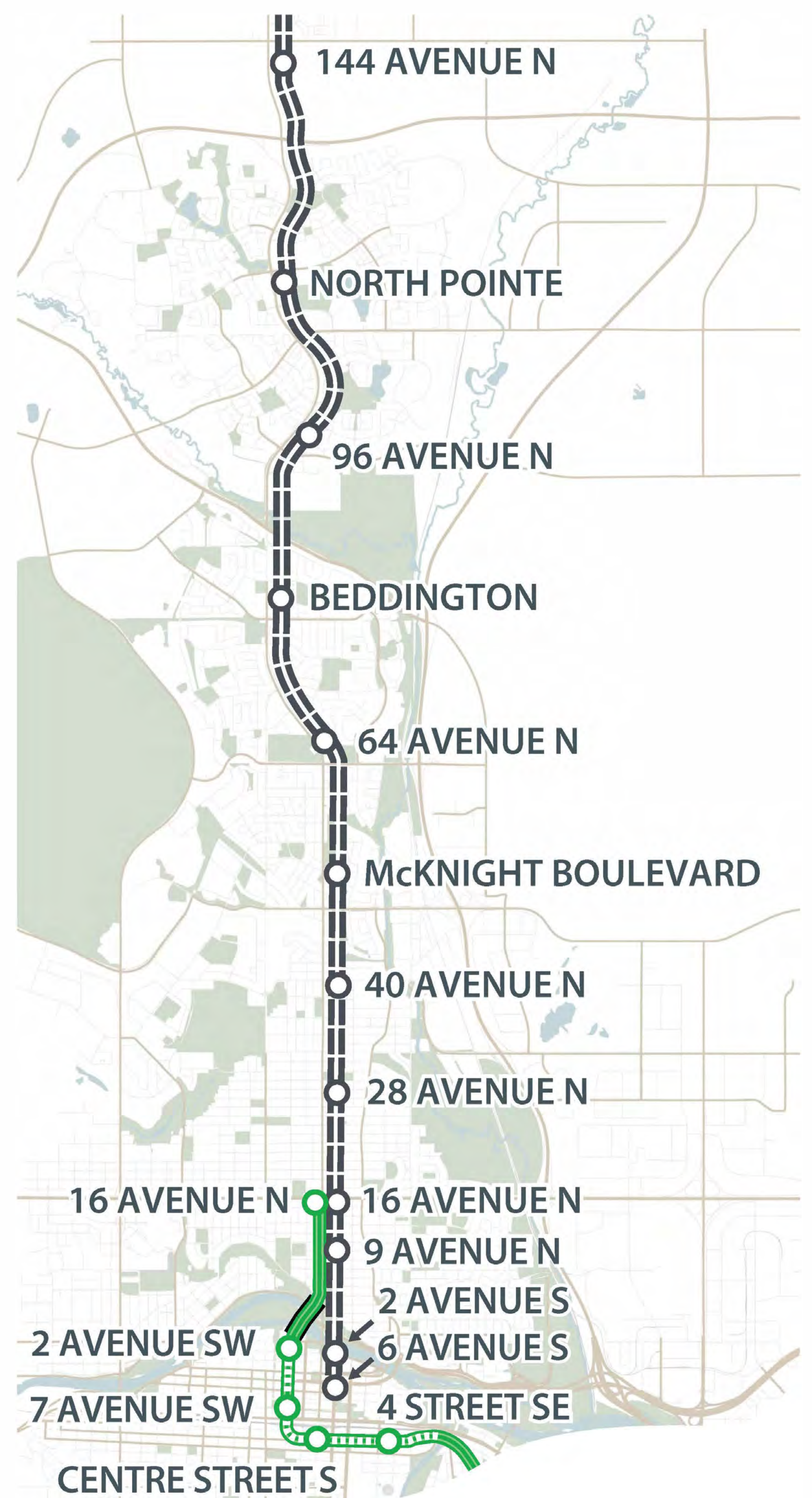
Improving customer service with transit amenities and transit priority measures will provide a higher quality BRT service for north central residents.

Transit amenities being considered

- Heated shelters
- Improved lighting
- Wayfinding and real time travel information

Transit priority measures being considered

- Transit priority signals
- Queue jumps
- Segments of peak hour bus lanes
- Potential grade separation



MAX Purple BRT station

Supporting communities and businesses during construction

The Green Line team will work with communities and business owners to help them prepare for and manage potential impacts through each phase of the project.

Planning and Design

The Green Line team will work with community and business stakeholders (i.e. businesses, residents, business improvement areas (BIAs) and community associations) to understand common and different interests and concerns, and explore potential ways to address them through project planning and design.

Construction

The Green Line team will work with residents and businesses to help prepare for and manage potential impacts of construction (e.g. business access, deliveries, parking, etc.)

We want to learn about your business

Please share your contact information so we can get in touch. For project updates, you can also sign up for project newsletter at calgary.ca/greenline.



Existing businesses along Centre Street N



Process and timeline

Segment 1: From Elbow River to 126 Avenue S.E.



Segment 2: From 16 Avenue N to Elbow River



Centre Street North

Stakeholder interests we’ve heard

- Improve public realm and streetscape
- Reduce vehicular traffic along Centre Street N
- Minimize vehicular impact through community
- Reconsider adding 9 Avenue N Station
- Minimize impacts to existing businesses: access, parking, property values
- Minimize construction impacts to businesses
- Support Centre Street N redevelopment opportunities



Planning & design objectives

- Provide public realm that prioritizes pedestrian experience along corridor
 - Provide pedestrian connectivity across corridor
 - Facilitate reliable, efficient, and safe LRT, BRT, and local bus operations
- Manage vehicle access for local residents and businesses
 - Minimize impacts to existing properties and businesses
 - Maximize future development opportunities, prioritizing transit-oriented development

Centre Street North

Green Line will change Centre Street N

A surface-running train will change how Calgarians are using Centre Street N today, and will ultimately allow the Centre Street N corridor to carry more people into the downtown.

Green Line LRT on Centre Street N means:

- There will be a reduction of vehicle lanes from four to two, with one northbound and one southbound vehicle lane along Centre Street N throughout the day.
- There will no longer be lane reversals during peak hours - this will help shift Centre Street N from being a primary commuter route to a street used more by local traffic.
- There will be changes to where vehicle turn movements will be permitted.
- New sidewalks and improvements to public spaces will be provided to help people feel more comfortable walking along the street and improve the curb appeal for adjacent businesses and developments.
- New traffic signals will help people feel safer when walking or driving across Centre Street N.
- On-street parking along Centre Street N will be removed, and a parking strategy will be developed to determine other means of providing short-term parking.
- As the train extends north, there will be more capacity for moving a larger number of people through the corridor by train.