



# 11 Street S.W. / CP Rail Underpass Functional Planning Study: Discover Phase

Public Engagement: What We Heard  
April 2021

## Project Overview

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

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

Through this study, we will identify short- and long-term changes to the study area for all transportation modes.

The key objectives include:

- confirming network connectivity, determining geometry and cross section, developing active modes and roadway profiles for the crossing, reviewing access management, and planning the CP Rail bridge;
- identifying potential short-term improvements (“quick wins”) to enhance safety and connectivity for all users including people who walk, wheel, drive and take transit;
- evaluating short and long-term options with practical staging plans and cost estimates; and
- engaging stakeholders to develop plans that are supported by City business units, CP Rail, Councillors, adjacent landowners, community members, area businesses, and people who walk, wheel, drive and take transit.

## Engagement Overview

Engagement for the functional planning study is organized into three phases – each tied to key milestones in the development of the functional plans.

- **Discover:** stakeholder, public and City priorities, aspirations, issues and opportunities.
- **Explore:** perspectives, issues and opportunities raised by stakeholders, the public and City regarding the proposed design concept options.
- **Reveal:** the recommended plans, and understand stakeholder, public and City perspectives in order to refine the final recommendations.

In compliance with public health recommendations in effect, engagement for the Discover phase was held entirely online. Online opportunities for feedback were offered from February 8 to 28, 2021 at [engage.calgary.ca](https://engage.calgary.ca) and The City received 115 submissions online.



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Engagement opportunities were advertised through The City of Calgary's Engage website, Facebook and Twitter ads targeted to communities surrounding the study area, letters to key stakeholders, postcards to area residents and businesses, a Sounding Board, and road-side bold signs placed near the study area.

## What We Asked

For the 11 Street S.W Underpass functional planning study, we asked participants the following questions:

### Mapping Tool

- 1. Tell us how you currently use the area and share your issues, concerns and ideas for future opportunities regarding 11 Street S.W. for people who walk, wheel, take transit, and drive.**

How do you *currently use* the study area (i.e. transit, commuting, local destinations, recreational, etc.)?

Describe your *issues and concerns* regarding 11 Street S.W. for people who walk, wheel, take transit, and drive.

Describe your *future opportunities* regarding 11 Street S.W. for people who walk, wheel, take transit, and drive.

### Online Feedback

- 1.**
  - a)** Describe your ideas for future infrastructure improvements and/or transportation connections that can improve the 11 Street S.W. /CP Rail underpass study area.
  - b)** Who does your idea benefit?
  - c)** What situation or circumstance could it improve?
- 2.** How do you see yourself using the study area in the future (i.e. transit, commuting, local destinations, recreational, etc.)?
- 3.** Tell us what is important to you by selecting your priorities below. Check all that apply. You can add anything that may be missing under "Other". Your preferences will be used to develop criteria that will be used when evaluating design options.



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## What We Heard

The key themes we heard during the public engagement throughout the Discover phase included:

### Overall Themes

- The majority of respondents indicated that they preferred an all-modes underpass for people who walk, wheel, drive, and take transit, to improve the safety and movement of all users.
- Respondents indicated that elements such as the underpass design, landscaping and lighting would need to be considered to make active mode users feel safe travelling through the area.
- The majority of respondents would like to use the study area in future to walk and wheel through the area. Several respondents also would like to use the study area to drive/commute to area destinations, shop in the area, access transit (Kerby LRT Station), and visit local parks and the Bow River pathway.
- The top three priorities that respondents indicated were important for the study included safety for people who walk and wheel; access to area destinations for people who walk and wheel; and accessibility for all levels of mobility.

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

## Next Steps

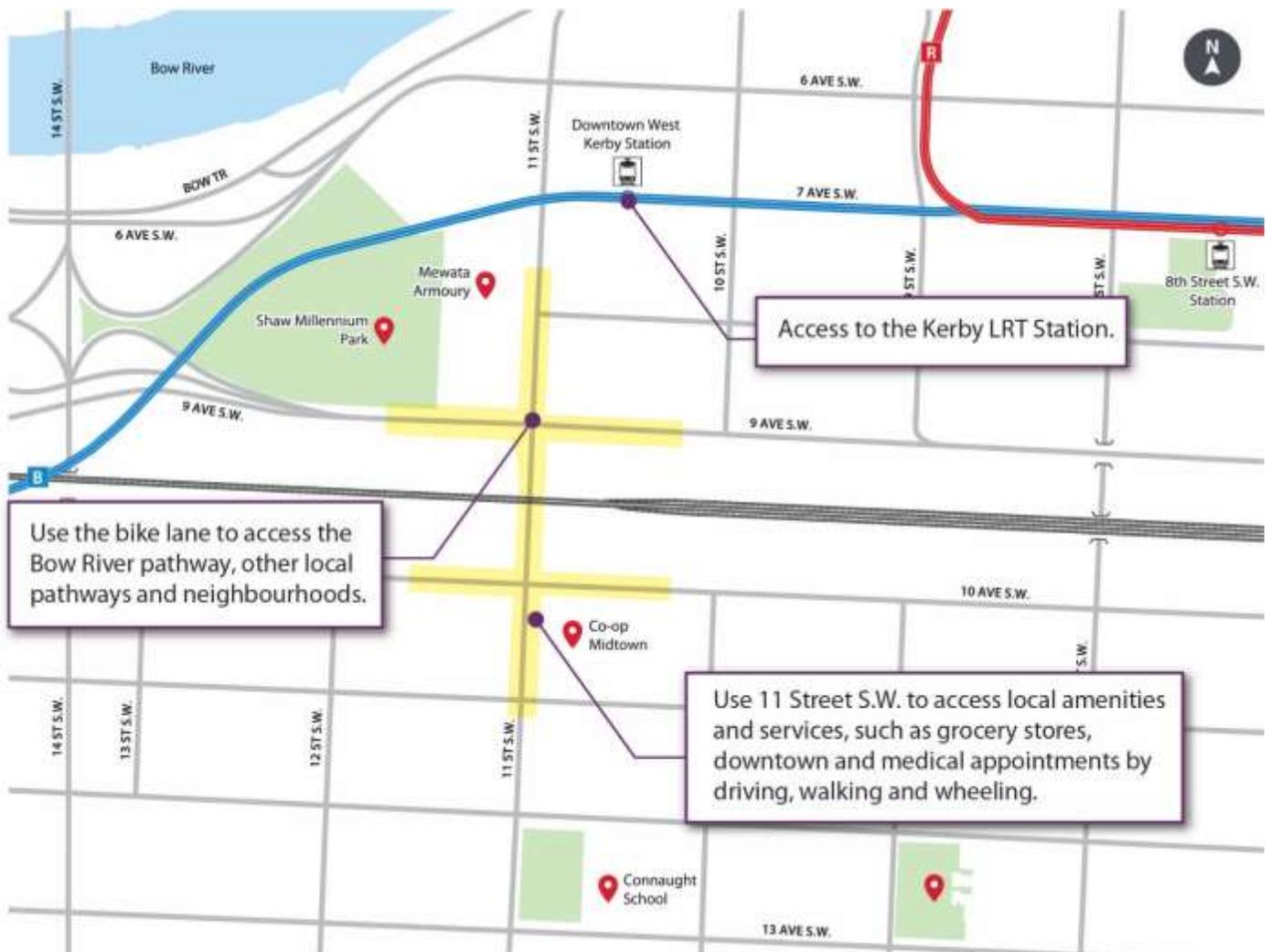
Community input, along with technical expertise, will help us identify opportunities and priorities that will be used to develop design concepts and evaluation criteria. We anticipate presenting the design concepts to Calgarians in June 2021 during phase two, **Explore**, and then the final recommended plan in November/December 2021, during phase three, **Reveal**.

## Summary of Input – What We Heard

### Mapping Tool

1. Tell us how you currently use the area and share your issues, concerns and ideas for future opportunities regarding 11 Street S.W. for people who walk, wheel, take transit and drive.

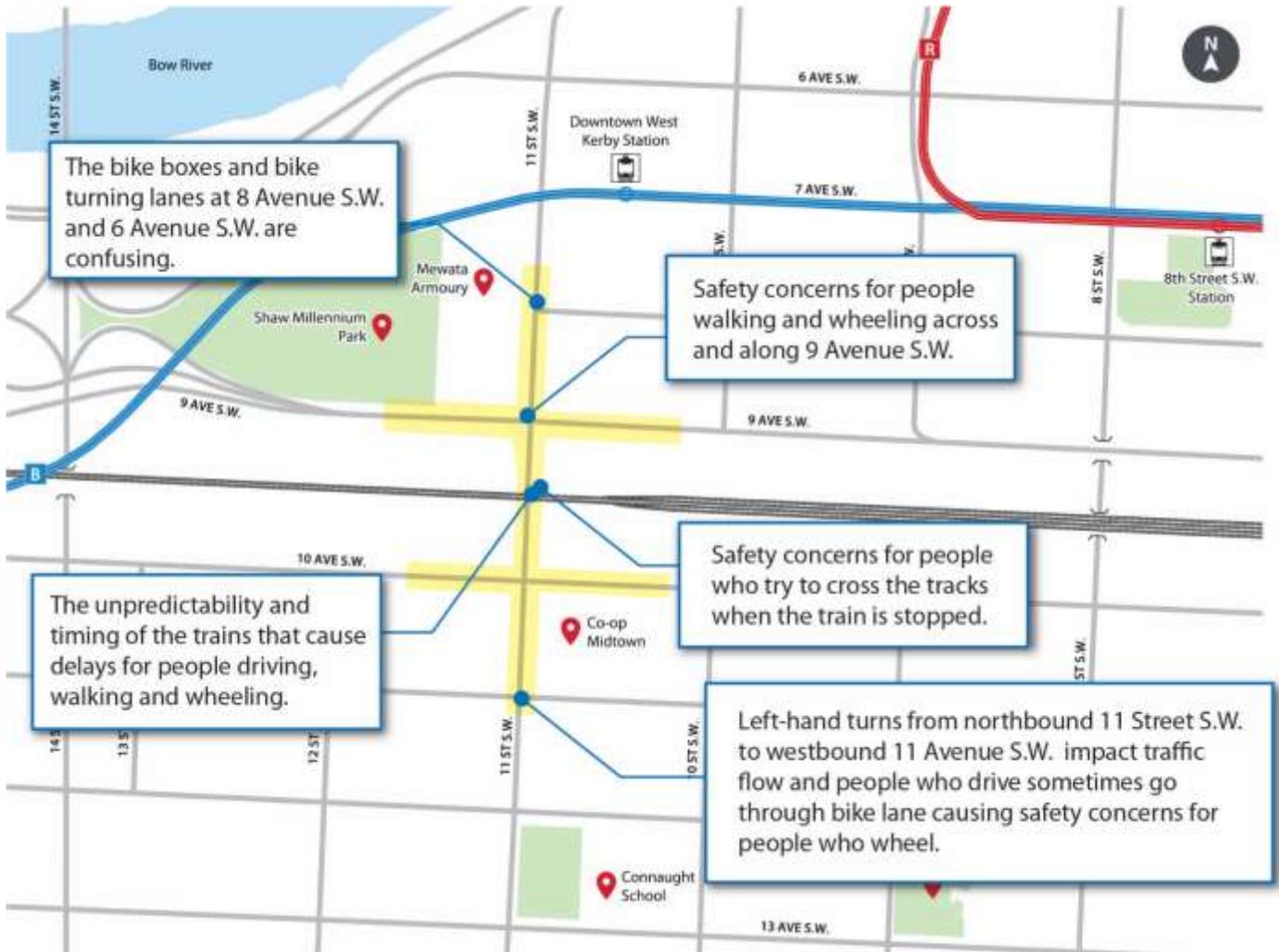
How do you **currently use** the study area (i.e. transit, commuting, local destinations, recreational, etc.)?



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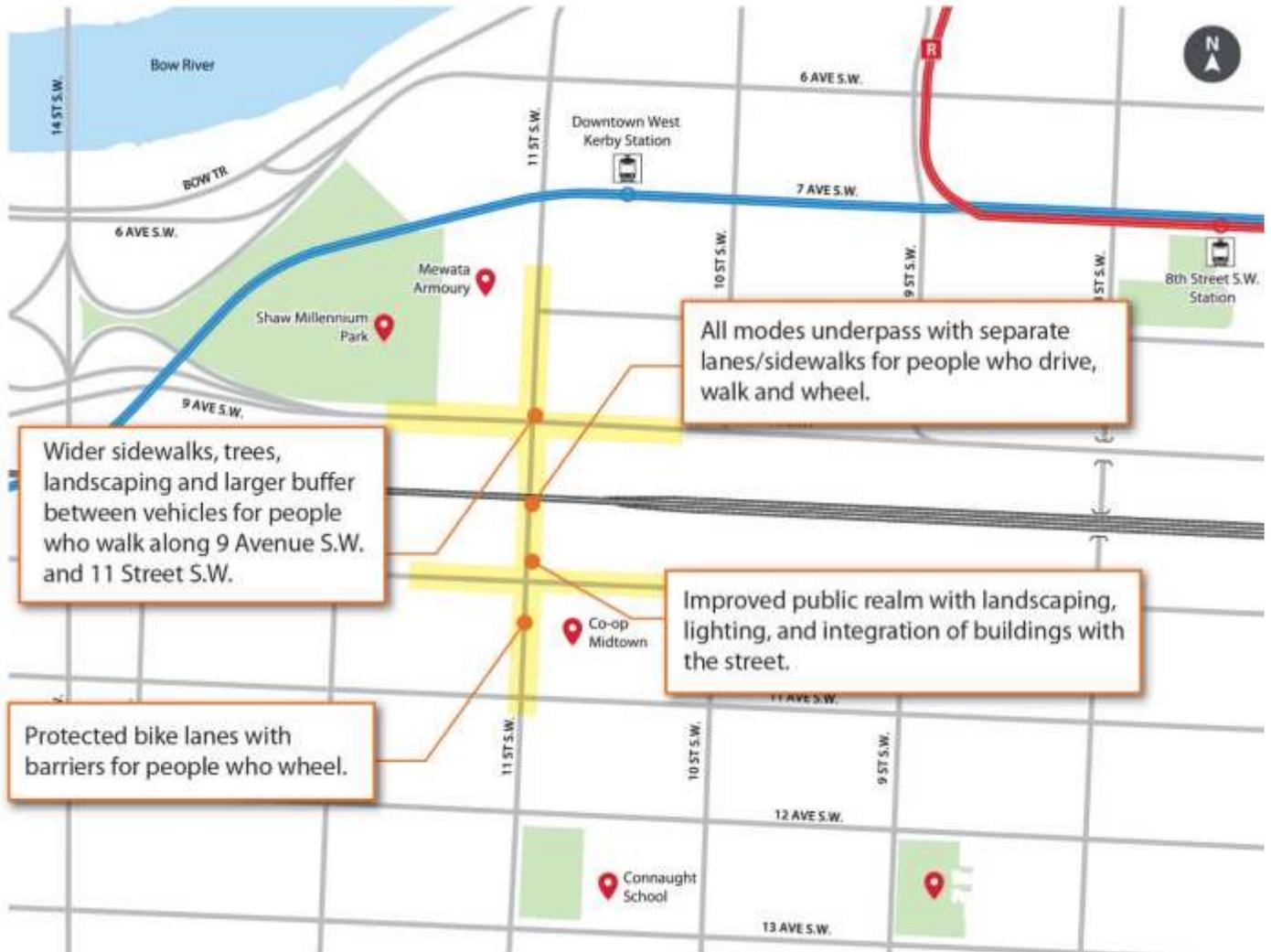
Describe your **issues and concerns** regarding 11 Street S.W. for people who walk, wheel, take transit and drive.



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Describe your **future opportunities** regarding 11 Street S.W. for people who walk, wheel, take transit and drive.



## Online Feedback

1.
  - a) Describe your ideas for future infrastructure improvements and/or transportation connections that can improve the 11 Street S.W. /CP Rail underpass study area.
  - b) Who does your idea benefit?
  - c) What situation or circumstance could it improve?

### Key Themes:

- The majority of respondents indicated that they preferred an all-modes underpass for people who walk, wheel, drive, and take transit to improve the safety of all users.



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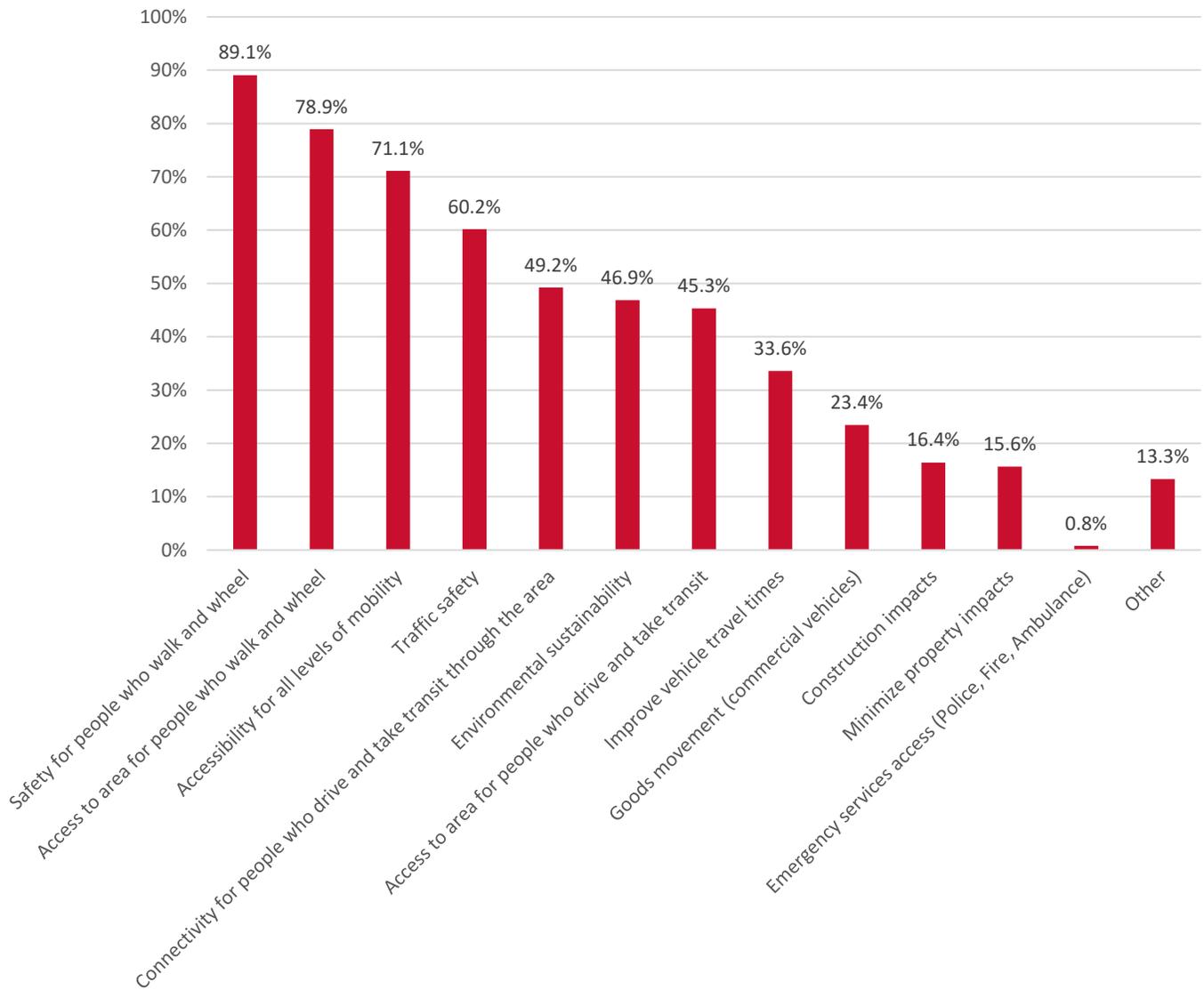
- Respondents indicated that elements such as the underpass design, landscaping and lighting would need to be considered to make active mode users feel safe travelling through the area.
  - Several respondents suggested separating people who walk and bike from vehicular traffic (e.g. using barriers) to improve the safety of active mode users and reduce conflicts between different users.
  - Several respondents indicated that a pedestrian or active modes overpass may be a more cost effective solution that could be implemented permanently or temporarily during the construction of the underpass.
  - Several respondents indicated that if an underpass for all modes was not possible, that an active modes overpass or underpass would be ideal to improve the safety and flow for people who walk and wheel if the roadway was to remain at-grade.
  - A few respondents indicated that no changes should be implemented as other roadways could be used to drive, walk and wheel in the area if needed and that this would benefit all Calgarians and tax payers.
2. How do you see yourself using the study area in the future (i.e. transit, commuting, local destinations, recreational, etc.)?
- The majority of respondents would like to use the study area in future to walk and wheel through the area for recreation, travel to area destinations/pathways, travel to work and to shop and eat in the area and to access the Kerby LRT Station.
  - Several respondents would also like to use the study area to drive/commute to work and area destinations, and to shop, eat and visit businesses in the area.



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3. Tell us what is important to you by selecting your priorities below. Check all that apply. You can add anything that may be missing under “Other”. Your preferences will be used to develop criteria that will be used when evaluating design options.





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## Verbatim Comments

The following is a record of the feedback received by those who responded using the online Engage website and comments received via email and both Facebook and Twitter advertisements.

Please note: All of the comments below are printed as received. The comments are organized by the questions asked. Comments are unedited as to spelling, grammar, use of contractions, etc. Comments are only edited to remove profanity, personally identifying information or to identify an illegible word; where this occurs, it is indicated using square brackets, for example; “[illegible].”

## Engage Website

### Mapping Tool

1. Tell us how you currently use the area and share your issues, concerns and ideas for future opportunities regarding 11 Street S.W. for people who walk, wheel, take transit, and drive.

How do you *currently use* the study area (i.e. transit, commuting, local destinations, recreational, etc.)?

### Online Responses

Turning into and out of Co-op parking lot by car, on foot, and by bicycle.
walking to grocery store Coop
Chiropractor and Massage office
Lots of cars currently park in this bike lane, put a barrier here
Cars turn right and run the red light, please give the pedestrians an advanced green light along all of 11th street.
There needs to be a jersey barrier here so cars don't slip around cars waiting to turn left, even a turn signal won't fully solve this
Who cares about cars, make a pedestrian underpass with a separate bike lane
I use 11 St and 10 Ave to access shopping in the area.
I use 9 Ave SW to access downtown.
Extremely difficult to merge right from the 14th street ramp onto EB 9th Ave quickly enough to turn right at 11th street. Traffic calming there would be valuable.
Vehicle traffic, pedestrians, bike lanes, and a CP train combined is overwhelming to pay attention to all at once. I have seen more than one close call with vehicle vs pedestrian/bike in this corridor.
There are too many access points for individual business onto the main artery of 11th st, it slows down traffic on the road for those turning and continuing straight.
As a cyclist using the paint-lanes this is currently an intersection I prefer to avoid as a result of the current infrastructure. An underpass with separated pedestrian/bike-wheel/car lanes would make this much safer for all users.
I frequently drive down 11th street to go home and am stopped at the CP rail tracks
i ride my bike down 11th street to get to the pathway



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I walk to the grocery store
I walk from home to Kerby station to go to work
nb
I use this intersection daily as a car bound 9ave user. I truly feel for the pedestrians trying to get to the West-Kirby Station. They have to wait on the corners to pass 9 Ave and somedays they also get stuck behind the passing train. This out in the cold most days. The corners where they stand and wait is so small and the cars just zip by at 60km/hr. Very unsafe in my opinion. We need to make downtown more pedestrian friendly and less focused on the cozy car bound people. An underpass similar to the other revitalised ones would be a good addition to this intersection. I live within walking distance of two C-train stations, but it is still easier for me to just use my car because it is quicker to get to work that way because of all the stops the trains have to do on 7 Ave. I guess what I am getting at is that it would not be the end of the world if I have to be in traffic and extra 10 mins so that pedestrians can pass 9 Ave easily.
use crossing walking, by bike, and car
Please don't build an underpass. The trains are very annoying, btu having that area blocked off for a year would be far more disruptive.
The timing to cross 9th Ave (on 11 heading N/S) is painfully long, particularly in the morning. It can be several minutes of waiting. While I understand the importance of 9ave as a entry point to downtown, more (perhaps shorter) intervals allowing users to cross 9th would be very welcome and I hope considered as part of this overall effort.
I currently use this intersection for multiple modes (primarily as a cyclist, but regularly as a pedestrian and motorist). Trains regularly stop and block the intersection at random times, making it very difficult to plan around and often quite impactful to a commute when I can lose 10+ minutes.
Please consider all three modes in the construction of the underpass and consider the poor implementation of the cycle lane that occurred in 4st SE. That implementation mixes pedestrians and cyclists with poor separation and is dangerous to cyclists when exiting the underpass portion. Please consider transitions (for all modes) during the design - it's my opinion that the 5st SW cycle track should be a model to replicate.
I currently ride my bike on 11St to get to the grocery store.
Often use this intersection as a pedestrian, crossing 11th Street going to/coming from shops further west on 10th Ave.
Walk and drive across the tracks on 11 Street 2 to 4 times per week.
I live on the south side of the tracks and cross frequently (on foot) to get to the park, and to access the waterfront trails along the river (on bike or on foot).
I like the alternative of a walk ride crossing. perhaps it could be on 10th Street because this is the main street of Downtown West Community according to earlier planning studies
CS Reading Room
All things considered, I don't find this intersection to be particularly troublesome. There are ample alternatives, most of which are easily accessible (to drivers anyhow). A pedestrian overpass, I must say, might be wise. Personally, I don't walk there often at all, so I can't empathize with pedestrians who get caught there. My usage is always driving. One thing that I really like about this intersection is that it allows for crossing the train tracks on a flat plane. For work, I often pull a heavy trailer with a pickup, and when the roads are icy, I'll opt for that crossing, despite the risk of waiting for a train, because I don't have to worry about getting stuck at a red light on the uphill side of an underpass. I'd be



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concerned if we were to lose that flat crossing, to be honest. I realize that it sounds a bit silly, but for some of us, an at-grade crossing is important. Thanks.
Walking, Biking, and Driving
Use bike lanes along 11 Street for commuting
Drive to/from work & home across these train tracks. I find either I get stuck at the train crossing, or while travelling North on 11th st I have to wait at every single light between 9 Ave & 6 Ave SW for a long time. It sometimes makes up the most time of my commute.
Would like to see the train be an under/overpass and possibly have a better exit from the west side of downtown to Bow Tr/Crowchild Tr.
I cross the train tracks here 5 days a week walking to the West Kirby Station on my way to work. I also regularly use this as biking or walking access to the river pathways. Sometimes I drive this route going to or from Bow Trail, or downtown; but the possibility of getting stopped by a train usually makes me take other travel routes.
I use this bike lane from 12th Ave bike lanes to access the river and cross to Kensington as well as to connect with the river pathway that connects with eau Claire bridgeland and Inglewood.
I think this project will provide vital and reliable access to the LRT, but I have concerns about the increase in traffic (and likely vehicle speed) in the narrow and high pedestrian use area of 11th Street south of 12th Ave. Traffic controls will be needed to maintain the safety, comfort and character of the neighbourhood.
I come from 9th Ave taking 11 St to 13th Ave everyday going home, it's very frustrating getting stuck on the other side of the train trying to get home. Would be just a lot better having an underpass there
Just wanted to flag that this is the only level exit out of downtown to the south. I know this because when I started driving standard- it was my only option to avoid being stuck on a hill in rush hour. I know less and less people drive standard- but wanted to flag
This west side sidewalk on 11 St SW that crosses the CTrain tracks isn't supposed to be a sidewalk, but it's the only direct way to get to the river walkway. It would be nice to have the sidewalk continue all the way up.
Currently use bike path across
11 Street is an important cycling connection from the 12 Ave cycle track to the river pathway. And it is a busy pedestrian route between Co-op and the LRT. Separated lanes for bicycles, pedestrians and vehicles would be appreciated.
11th is an important access point for the Co-op, bike and cars alike. Bike lane interrupted by train crossing. Traffic can become quite backed up (sometimes pedestrians run through even if the guards are down and flashing- an obvious safety concern)
Walk and cycle across tracks to get to/from river pathways.
Living in Sunalta, I currently use 9th and 10th for all my modes of transport (foot, bike, and car). I can definitely appreciate the room for improvement in all areas. I think the great challenge will be in addressing all these issues without creating a bleak, oppressively large change that might impact the accessibility (street access) of the surrounding businesses, especially if the roads get lowered.
Agree with 2 other comments, the bike lanes on 11 street are dangerous, especially for all the kids riding out of Shaw Mellenium Park. I often bike from the 15ave area to Kensington via the 14th street bridge. Common route into this area I imagine. Often ride on 14th street sidewalk south of the bridge rather than brave the bike lanes and possible railway delays both at the C train and CPR. Underpasses at the railway tracks and fully separated bike lanes. would really help make wheeling safer and more



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efficient. Please also widen the sidewalk into a full MUP on the 14th street bridge, its a important river crossing.

Describe your *issues and concerns* regarding 11 Street S.W. for people who walk, wheel, take transit, and drive.

### Online Responses

<p>This southbound section of the block feels unsafe on a bicycle (from 9th Ave intersection to just past the train tracks).</p> <ol style="list-style-type: none"> <li>1) There are cars turning right from the one-way on 9th ave. They have been going fast along Bow Trail, they're on a one-way, they are turning right. All of these factors mean they're generally more impatient and not as aware of cyclists in the bike lane.</li> <li>2) Immediately after that, there is a parking lot intersection to contend with. Because of signal timing and train tracks, drivers are again more impatient to make their turn when exiting the Staples lot. Cyclists in the lane can easily catch them off guard.</li> <li>3) Then you have a train crossing, which always feels more sketchy on a bike than it does in a car.</li> <li>4) Finally, because there is a vehicle lane added towards the end of the block, and a dead space (between yellow lines), drivers are again impatient and sometimes veer into the bike lane to jump the queue and get to the 10th St intersection.</li> </ol>
<p>Poor road condition and sidewalk condition combined with train tracks as well as large parking lots make this area feel pretty industrial. Not very welcoming.</p>
<p>The frequency and length of trains seems to be increasing. An underpass for vehicles and pedestrians would eliminate time spent waiting for trains to pass. However, I'd like to see a couple of other projects completed before work is begun on this project (ie. 5 Ave. fly-over to Memorial Drive, 9 Ave. Bridge into Inglewood).</p>
<p>I find getting to the Bow River Pathway at the 11th street and 6th ave intersection to be awkward.</p>
<p>I live on 11 Ave SW and like to run and walk by the river. Having to wait for the train is very annoying. You never know how long it will take. Sometimes a train is just stationary on the track for no apparent reason and you can't cross. Having a pedestrian crossing would be so great! Everyone I know who lives in the area wants a pedestrian crossing. Thank you! Very excited about this project!</p>
<p>The train greatly impacts my commute home daily from the Armory. I would travel to the restaurants on the otherwise of the tracks more for meals as well.</p>
<p>Vehicles will often park in the bike lane, particularly if there are events at Mewata.</p>
<p>I have never seen any cyclist use the weird turning "bay" on the right side of road. I used it once and found it lengthened time to get onto pathway and potentially dangerous.</p>
<p>Aggressive drivers will cut off, honk or swear at cyclists. Need advance light for cyclists.</p>
<p>I use 11th street to go from the C-Train to and from the Beltline for my fitness classes and to access 17th Avenue businesses. Because of scheduling, I sometimes unfortunately have to use my car instead of the C-Train, when my preference is to use public transportation.</p>
<p>The backlog of people here when a train passes is outrageous. Foot traffic AND car traffic.</p>



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<p>The train crossing is too dangerous and too narrow to allow multiple modes (bikes, pedestrians , etc) to cross when safe to do so</p>
<p>Vehicle traffic, pedestrians, bike lanes, and a CP train combined is overwhelming to pay attention to all at once. I have seen more than one close call with vehicle vs pedestrian/bike in this corridor.</p>
<p>The painted bike lanes on 11 St SW feel unsafe to use and are mostly used by confident cyclists, but there is a great opportunity to make a better safe connection here between the 12 Ave cycle track and the Bow River pathway</p>
<p>A pedestrian underpass sounds great! I regularly use this crossing as a pedestrian to access the river path, the c-train and downtown. Unfortunately, this crossing has to be avoided if you have a scheduled appointment as there is no way to know if you will arrive in time due to the unpredictable schedule of the trains and the long wait times.</p> <p>An underpass would prevent people from tripping and sliding on the tracks during the winter. The tracks are very difficult for people with carts, strollers and wheelchairs to navigate in the snow. Safety is an imperative in the context of designing the underpass. Deterrents to criminal and other undesirable activities (urinating, loitering, drug use) would need to be in place (e.g. excellent lighting, clear line of sight, intercom button for help).</p>
<p>I use 11St SW with all modes of transport, but mostly walking...and I can tell you, it's frustrating to wait several minutes, especially in the cold, or after a long walk or commute for a CP train.</p> <p>A pedestrian underpass that is easy to access by people on foot, in wheelchairs and those with carts, baby strollers and more, would be great. I've seen people having to precariously lift a baby stroller or heavy shopping cart over the tracks in the winter.</p> <p>The most important thing for a pedestrian underpass is SAFETY!</p> <p>Safety for bikes, pedestrians, and skateboarders (who really should carry their boards anyhow). If you are going to make an underpass, I'd like to see it on both sides of 11st and wide enough to accommodate skateboarders as well as other non-vehicle modes of transport.</p> <p>Second point of safety - LIGHTS! in the underpass, as well some way to protect that area from being used as an impromptu washroom, sleeping or loitering area or drug den (on both sides of the street).</p>
<p>inconvenience because of waiting for the CP rail train or flow of traffic on 9th ave. Have been late for work in the morning very often because of this</p>
<p>Advanced left turn signal for north bound traffic. As other people have noted cars dip into the bike lane to get around and they will often make risky left turns. Especially with the construction of a new tower I have seen or been involved near misses between pedestrians crossing at a "closed crosswalk" cars speeding up to make the light, south bound cyclist being ignored (or not seen) and just generally dangerous situations that could be mitigated with better traffic signaling.</p>
<p>Not a good road for cycling, waiting at the train tracks are flat up annoying, congestion is horrible and unhealthy to ride next to, bike lanes are too close to the driving lanes, this needs to be fixed, FYI 14th street is horrible for biking too, usually and always ride on the sidewalk espically under the train tracks and Bow trail.</p>
<p>Too long of a wait for the trains and increased risk of train collisions. Especially dangerous as the number of people in the area increases and if the trains are carrying hazardous materials.</p>
<p>Stopping for a train in the winter is very cold as I ride my bike to the grocery store along 11th st. Also the painted bike lane is quite dangerous in the winter because of snow accumulation that is not properly cleared.</p>



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<p>Waiting for trains causes back ups for drivers on both 9th Avenue and 11th Street, and causes delays for all modes of transportation including walkers. This provides a disincentive to use this route.</p>
<p>Use to connect from 12 Ave bike lane to river pathway - though not the safest feeling bike lane in the city. Could really benefit from being a protected lane, both for those on wheels and adjacent pedestrians.</p>
<p>Difficult to turn left from the cycletrack onto southbound 11th as right turning motorists don't get what you're doing and it's just stupid to turn left from the right curb lane. The little yield sign doesn't work as a cyclist going straight/turning left from the right side of a right turning auto will never be expected. If you insist on keeping the cycletrack, perhaps paint a lane that goes to the centre of the road, or do something else to move cyclists to the traffic lane in order to go south from here.</p>
<p>Trees in the middle of the sidewalk? Who's brilliant idea was this? Please just get rid of them.</p>
<p>I know this is outside the study area, but what the heck is this stupid bike crossing?? No one knows what to do, no one knows how right of way works, it's not obvious if cyclists need to dismount to cross and there's a sidewalk, not a pathway, on the other side. It's just ridiculous. Get rid of it.</p>
<p>I have had to do emergency stops here on my bike because the bike lane encourages cyclists to stay at the curb and motorists don't look before turning right. Either make it a pathway on the sidewalk or encourage cyclists to be on the road with traffic because this bike lane is just dangerous.</p>
<p>It is extremely difficult to access the grocery store as a cyclist in any direction other than eastbound 10th Ave, which isn't the most friendly place to ride since you removed the sharrows. Perhaps adding a bank of bike parking between the trees near 10th along 11 Street - like a pull-out from the bike lane for bikes - would be a good option? A pull out or some way to turn to cross 10th when westbound - since it's difficult to turn left from 10th - would also be helpful.</p>
<p>Very confusing situation along 10th east of 11th where the north side appears to be a pathway, but maybe isn't? Also there's sign posts, man holes, driveway cuts where there's no driveway and just a whole host of issues that make this unpleasant.</p>
<p>Painted bike lane is just dangerous as motorists don't bother looking to their right before turning right onto 9th or 8th Ave and cyclists don't exit the lane to go straight because the City doesn't encourage bicycle education. Either make the sidewalk into a pathway or expect cyclists to use the roadway as a vehicle because this just isn't working.</p>
<p>This sidewalk is in terrible condition with lots of hazards and potholes. Makes it very difficult to get over on anything with smaller wheels.</p>
<p>Travel delays and back up of traffic onto 9th Avenue &amp; 11st with trains passing. This can go on for a long while as I've seen trains that are a complete stop at this crossing.</p>
<p>Rail crossing - rail often moving slowly through the area, impeding pedestrian, bicycle and vehicle movements along the corridor</p>
<p>Rails are slippery mainly on wet/cold days. Saw many people slip or fall when crossing, some when hurrying to cross right before the train comes. Also, people see the lights flashing when crossing the 9th or 10th Ave and start running to come before the train, what puts their own lives in danger and expose drivers to hit them.</p>
<p>Underpass crossing for both traffic and pedestrians/cyclists was needed here since yesterday.</p>



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Turning from NB 11 ST to WB 11 AV is not at an optimal level currently. One lane of traffic only also causes traffic going thru NB to be held up for multiple light cycles; especially during rush hour.
I've been sexually harassed here by homeless men at nighttime. I wish this area was better lit, the sidewalks widened, and some greenery. At least it will provide a safer and family-friendly environment to prevent unwanted predators from harassing people.
Listen, we're not reinventing the underpass here. Downtown has plenty of them. Just reuse that design here. People here being picky of what it should have should not distract from the fact that this railcrossing REQUIRES an underpass. Make it well-lit (safe at night), wide for pedestrians, some nice artwork (don't make it ugly my god, put at least one mural), make sure at least two lanes for cars, and ensure that it is built before 2024 (because this railcrossing has been an issue for so long, I don't think the Midtown residents cannot wait.
Too much crime here
Agree with the comment about the lack of turn lane causing driver impatience creating a hazard for pedestrians.
In winter the tracks are not kept clear of snow/ice where sidewalks cross. Part of the issue is minimal current winter maintenance from CP/City (perhaps uncertainty over whose responsibility this is is part of the problem), but also contributing is train wheels inevitably pushing snow up as they go past. This can make it particularly hazardous for people utilizing wheelchairs or other mobility devices and pushing strollers Another issue is pedestrian/cyclists waiting without moving on extremely cold days.
Turning left from Northbound 11 St to Westbound 11 Ave is absolutely awful right now. A single vehicle turning left can prevent an entire lights worth of vehicles from making it through the intersection. I pull out of the alley between 11th and 12th Avenues and still sometimes have to wait 3 to 4 light cycles to turn left onto 11th Ave (moving half a block). This needs to be addressed ASAP.
Traffic signal to cross 6th Ave is too long - pedestrians wait for minutes in all weather and there isn't many cars anyways except 2 hours a day.
Traffic signals are too long between cycles at all times, but particularly off-peak. 100% chance I jay-walk here off peak as there is almost never cars, but the light is red anyways.
Southbound advanced green left turn makes pedestrians wait too long. Put pedestrians first as this is a main route to the grocery store in a neighbourhood that predominantly walks
Way too long to wait in peak and off-peak hours for pedestrians to cross 9th Ave. 9th Ave is fast, sidewalks too narrow. Feels unsafe.
Major road artery feels unsafe as a pedestrian due to speed of traffic travelling east down 9 ave sw during rush hours
The electronic overhead sign on 9th Ave does not do a good enough job of adequately warning drivers that there is a train coming that will block 11th St. It also gives no timeline of how long the delay is expected to be. The delay varies significantly, and it would be useful to know how long the train will be on the tracks blocking 11th St.
I live in Sunalta West and use 11th Street SW to access commerce on 10th, 11th, 12th and 17th Avenue SW, usually by car. The single biggest existing challenge on 11 Street SW, between 6th Avenue SW and 12th Avenue SW, is the lack of synchronization of the lights, regardless of whether traveling south or north bound. I'm not sure why an underpass is being considered here. Is it really needed and why? Or is it just the city's road department looking for another place to spend money?



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<p>An underpass is definitely needed. The train passing here creates an endless wait in a vehicle and significant traffic congestion. The bike paths are unsafe and should have proper dedicated bike lanes.</p>
<p>The signal timing at the intersection of 9 Avenue and 11 Street SW results in unacceptably long waits for north-south crossing my all means of transportation, particularly for pedestrians in this transit-oriented area.</p>
<p>The train is only a problem because it frequently stops fully blocking the road for between ten and thirty minutes. I live in the area and seeing it block traffic for 15 or 20 minutes once or twice a day is what causes problems. If the train would move away from blocking the road for extended stretches of time, I don't know why an underpass would be required. Underpasses are generally so ugly and often noisy.</p>
<p>The sidewalk on the south side of 9 Ave SW is one of the worst in the downtown area. Posts and signs right in the middle of the sidewalk, narrow sidewalk, bumpy, potholes, etc. It's a very unwelcoming stretch of road and with the two big towers going up there, this will become a more used pathway to move around the west end.</p>
<p>This intersection is a mess (and is only getting worse as density increases), exacerbated by the new building going up here. Sometimes it takes one full light for cars to turn left from 11 St SW to 11 Ave SW. this creates long backups behind cars waiting to get through the intersection, causing cars to pull into the terrifyingly narrow bike lanes to get around cars turning left or to take chances turning left into pedestrians or dashing in front of oncoming traffic. I would like to see bikes and pedestrians prioritized here with separated, wider bike lanes, and sidewalks/crossings on all four corners of the road. Don't make this area a concrete disaster for commuters to blast in and out.</p>
<p>This intersection is not safe, traffic turning left from NB 11 St to WB 11 Ave block the lane and cars continuing NB pull into the bike lane to get around them. When I am driving SB on 11 St through the intersection, cars often "forget" to yield to oncoming traffic.</p>
<p>Access to the Coop Liquor parking lot from WB 10 Ave is very awkward. You have to stop immediately after the intersection and wait for EB traffic to clear.</p>
<p>Drivers turning right from 9 Ave onto 11 St on a red light frequently blow through the crosswalk if they stop at all.</p>
<p>Driving: bottle neck at 11 st and 11 Ave NB as there is no turn lane. This is true for 10 Ave as well. Drivers impatient and miss pedestrians crossing or run lights. Need dedicated through lane NB. Walking to DT: Some mornings commuter can be delayed 20min+ if CN train is crossing and then 9ave light timer. Evening; CN train often stops on crossing so wait to commute home is very long and people climb through train cars or run infront of train knowing wait will be long. Biking: current Bike lane dangerous as drivers ignore markers and don't acknowledge when turning. New bike lane should be elevated but separated from pedestrian path."</p>
<p>Better connection to river pathway for commuting cyclists. Dual turns and aggressive driver make for too many close calls. Priority turn for driver or advance crossing for cyclists is all that's needed to fix this.</p>
<p>Traffic backs up onto 9 Ave SW when the train is moving slowly through this area - but while this can be an issue, I'm not sure the cost of this project is worth saving people 5 minutes of time. Would rather see this money put into other projects/areas in the city, including further development of active transport options in other areas of the city (NW)</p>



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<p>Have you ever had to catch the train to get to work, but then a CPR TRAIN suddenly blocks your way and you're commute is delayed for 10 minutes. This should not be contentious, just build the underpass. Make it look pretty.</p>
<p>Why has nothing been done about this? Everyone near the Co-Op HATES when we have to wait for 5 minutes to access the LRT. This NEEDS to be developed soon.</p>

Describe your *future opportunities* regarding 11 Street S.W. for people who walk, wheel, take transit, and drive.

## Online Responses

shopping and cafe at Community Natural Foods
Definitely need an underpass here. Preferably one that is well planned to accommodate both pedestrians & cyclists separately. Do it properly the first time around.
This intersection needs a ban on cyclists, these road lice cause so many problems even more so than the train crossing
Make this stretch of road 30 or 40 km/hr
Make this a protected bike lane, paint is no good and never gets cleared of snow
It should be noted that businesses along 10 Ave and 11st would need to have a drop in their business considered during construction if 9 ave, 10 ave and 11st need to be lowered.
Opportunity to create a better walking and cycling connection from the SW corner of the 9th avenue intersection to the Shaw Millenium Park and further to the 14 St bridge
Adjacent landowners should be encouraged to bring future buildings down to the new sidewalk level so pedestrians do not feel like they are going underground while using the underpass.
Placing bi-directional bike lanes on the west side of 11 St. W. would line up better with the river pathway access north of 6 Ave. S. There appears that there is more space on the west side of 11 St. for addition of bike lanes between 6 Ave. and 11 Ave. There is little to no room on the east side of 11 St. due to the buildings like the Kerby Centre & Chartwell House.
The narrow bike lanes on either side of 11 St. seem more problematic than the combined bike lanes that are found on 12 Ave S. Has there been any study done on the differences (pro & con) between these two different styles of bike lanes? From my own point of view as a pedestrian, cyclist and car driver I prefer the bicycle lanes to be combined on one side of a street like they are on 12 Ave. S.
Would it be possible to lower the train tracks in this area so that all car bike and pedestrian could remain at the level that they are now. The logistics of lowering the tracks could be significant yet could resolve many of the conflicts with other traffic modes. There is mention of CP wanting to expand the number of tracks in this area from 2 to 4. Perhaps the tracks could be lowered in two stages so that train traffic is not adversely affected?
Seperation of pedestrians bikes and cars can be better and clear.
Solution is very simple, 2 lane underpass with wide sidewalks and off street bike lanes next to the sidewalk.



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I would love to see an Underpass here as I live in the belt line on 11th street and use this frequently. We are always getting stuck driving, walking and biking by trains and the congestion left after a train.
If a pedestrian/cyclist overpass was considered instead of a vehicle underpass, perhaps it could go all the way across 9th avenue, as this is such a long light to wait for to cross? Also as this is such a long light - will an underpass for vehicles really solve many issues?
A tunnel for car and pedestrian traffic would be the best solution.
Improved streetscape and public realm
Cycling lane will need to be clearly separated from pedestrian sidewalk if an underpass is built. Current underpasses in the city such as at 14 St SW are too narrow for both pedestrians and cyclists, resulting in many close calls. Also, 9 Ave intersection takes far too long for those trying to access C-Train. Priority should be given to public transit, especially given that Kerby is the first/last free stop in the West end.
To echo [omitted], put a "train arriving soon" sign here, to at least allow residents running late to catch their train. Especially if they are running because a CPR train is blocking the road for 15 minutes.
I can't tell you how amazing it would be to have the train wait times posted at the end of the station instead of in the middle. If I could see from South on 11 St I'd be able to jog and catch the train so much more easily on my morning commute.
Building a pedestrian/cycle only tunnel would prevent having to go down so far and lowering all the roads - probably would save money and make the area far more walkable.
Underpass should be narrow for cars - 4th Street SE is overbuilt, expensive and highway-like. 11th Street is far more urban and residential, wide sidewalks and cycle lanes are the key, road lanes should be 2 at maximum.
9 Ave is too wide and sidewalks are narrow - lose at least one lane for better sidewalks and slower traffic, especially now that so many people live nearby (and more in the future)
A person had a great point of building a underpass for sidewalks, what build a bridge over CPR like the one in SE Calgary and all of the 9 avenue car park looks awful needs to do something like build a office, residential building or condos or even a shopping center
Ensure that the commercial units on the ground floors of future development that abuts 11 Street SW ties to the grade of the underpass. The northwest corner of the 8 Street SW underpass is a good example of what not to do.
Consider winter conditions when designing the underpass. This includes weather protection and dripping icicles (refer to the 8 Street SW underpass).
Consider noise at street level as a factor during design. The 8 Street underpass is noisy when trains pass by. This could be resolved by sound baffles on the overpass.
This sidewalk is so narrow, made worse by the construction shed thing people have to walk through. It would be great to open up this sidewalk (east side of 11 Ave Sw), make it wider, put trees, nice things to make it way more attractive.
Consider a three lane cross-section: -Two general purpose vehicle lanes -One lane dedicated to emergency services and transit Plus sidewalks on both sides and a pathway on at least one side that connects the 12 Avenue SW on-street pathway with Millennium Park, and the Bow River pathway.



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I would like to second the calls for unimpeded, protected bike lanes in this project. There's lots to be said about the system, but I think this area is a particularly important pedestrian and cycling crossroads that acts as a west end anchor for those types of activity.
If this expensive piece of car infrastructure does go ahead please make the 11st cycle track protected especially under an underpass, full barriers needed.
The painted bike lane on this street is terrifying when on a bike, and I'm surprised more cyclists aren't hit. Some separation would be safer, especially where it crosses train tracks.

## Online Feedback

1.
  - a) Describe your ideas for future infrastructure improvements and/or transportation connections that can improve the 11 Street S.W. /CP Rail underpass study area.
  - b) Who does your idea benefit?
  - c) What situation or circumstance could it improve?

## Online Responses

Improvement Idea	Who Benefits	What Does It Improve
I like the underpass similar to the 4 street (by the stampede grounds). Wider pedestrian walkway and well lit street would be beneficial. Bike lane should be added as well.	More foot traffic towards the river paths. Improve community connections, bike paths and easier access to 17 Ave and river paths.	Improved safety for both the pedestrians and motorists especially during peak hours.
There could be a pathway pedestrian underpass along with a car underpass like 8th street	Everyone who has a car or doesn't have a car	Another access way between north and south side of the train track. As everyone know trains are getting to be more frequent.
An underpass for all modes would allow better local connections for pedestrians, cyclists, and local vehicle traffic along 11 St. A two-way, raised cycletrack on the west side of 11 St provides a safe, all-ages connection between 17 Ave and the Bow River. Try to discourage non-local vehicle traffic	Pedestrians living in the area, local and commuting cyclists, and local vehicle traffic. By reducing vehicle space on the road traffic is slowed and cut-through traffic is discouraged. 11 St businesses in the Beltline would benefit from increased pedestrian and cyclist traffic.	Cycling is very dangerous when crossing the CP tracks and especially at 9 Ave and 6 Ave. Good wheeling infrastructure would encourage all-ages connections here. Prioritizing pedestrian infrastructure (double sidewalk widths) along 11 St encourages pedestrian use for commuting and recreation.



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Improvement Idea	Who Benefits	What Does It Improve
Construct an underpass for 11 St SW, just like the one on 8 St SW. No other changes needed.	Everybody! Vehicle traffic, public transit, pedestrians. Overall safety would be established, the underpass would be fully accessible, pedestrians and vehicles would be better separated, wait times for passing trains would be eliminated.	Overall safety would be established, the underpass would be fully accessible, pedestrians and vehicles would be better separated, wait times for passing trains would be eliminated.
The sooner the better!	People who wish to avoid downtown	Train delays
A safe separated bike lane to properly connect the 12 Ave and 8 Ave bike lanes with the Bow river Trail.	Everyone. Safety, clarity, and convenience for wheelers, leading to increased active mode share and a proportional decrease in vehicle traffic. Also a reduction in GHG.	Vehicle congestion, collisions and near misses between active users and motor vehicles.
Create an undepass to let traffic through and not interrupt train service	Everyone	Create better traffic flow on 11th Street and 9th ave
Ideally, instead of the City paying for underpasses, the railroad should pay for tunnels.	everyone	Prevent blockages due to trains passing.
I think an underpass/overpass is a great idea. However I couldnt care less about what happens if a separated bike lane connected to other bike lanes downtown is not part of the plan. Additionally, even walking through the corridor is unsafe, and it's not even that nice to drive through.	Literally everybody.	Less accidents on vehicles and pedestrians/cyclists getting hit
I like the Toronto overpass design - this is open and safe. could be well lit to use all hours of day and night. A fully developed underpass with both vehicle and pedestrian traffic would be great for the long-term as cars are stuck turning there all the time. But if too costly, minimum pedestrian	all pedestrians, commuters	being blocked by the train, having to put down groceries and wait over 10 minutes
Keep it the same.	Tax payers.	None
An underpass is an excellent idea. Many pedestrians and cyclists in the area. As a sort-term alternative, a temporary pedestrian overpass would be nice until the underpass is complete.	pedestrians/cyclists	



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Improvement Idea	Who Benefits	What Does It Improve
An overpass is likely the most cost effective solution. Can you make the grade low enough as to not discourage people from choosing the overpass? I'm thinking of cyclists, pedestrians, wheelchairs, older cyclists and kids.	All commuters and recreational cyclists.	Delays in getting across the tracks as well as providing a section of the route that could possibly provide a barrier between the overpass users and automobile traffic. Avoids flooding vs an underpass.
I think the underpass is a great idea. Maybe add some bike lanes that are blocked off from the road for safety (like on 12 ave) and a separate pathway for pedestrians.	Everyone who lives in the area!	It improves situations when people are walking to/ from the river or the Kerby station and get stuck at a train. The trains sometimes take 20 mins! It's faster to walk around to the nearest underpass sometimes. We really need this underpass.
This is a vital pedestrian connector from Beltline and near SW to downtown, the river and the westend amenities. Anything that impedes pedestrian / bike flow would be a huge step backwards. A bridge of the sort illustrated here is truly hideous. If not at-grade, then gold-standard underpass is key.	Everybody who lives in and uses the area.	It's fine as is, though I recognize that the CPR will not tolerate it. The CPR's needs, however, shouldn't be making our city and connectivity worse.
Beyond the scope of the project area, but cycling connections at 6 Ave & 11 St need to be improved, especially for northbound cyclists.	Cyclists, aggressive motorists	
Leave as is and have people use other roads with unsurpassed already built	The people living on 11th street who think the road is to busy compared to other downtown roads	Nothing. Leave it as it is
Yes! to an underpass! Please!	Users of public transportation because the current level crossing is a barrier to accessing businesses in the beltline. More people will use the C-train instead of driving.	Pedestrian safety.
Temporary parking surrounding the area and raised sidewalks and/or segmented sidewalks to support the surrounding businesses	The businesses along 10 Ave and 11 St SW	Having an underpass at 11 St would allow for continued flow of traffic and would not be hindered during train crossings.



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Improvement Idea	Who Benefits	What Does It Improve
The underpass is a WONDERFULL idea . The trains run so frequently and often causes delays to get to work / other downtown activities . An underpass would HIGHLY benefit the area long term .	Pedestrian and car	Time management
Long overdue!	Everyone.	What an inept question?
[Omitted]	All Calgarians not employed by the City Planning department	Eliminates wasteful Facebook advertising while also focusing remaining staff on issues that matter.
Maintain current infrastructure nothing more	The tax payer, you guys piss away more money then a coke head who won the lottery	Not turning Calgary into more of a crappy wasteland because people would have s reason to stay?
LEAVE ROAD AND TRACKS AS-IS. Maybe add a pedestrian overpass	Every City of Calgary tax payer and every overspent and overstretched City of Calgary budget.	There are enough underpasses and infrequent CP trains, does not need to be changed.
Improvements to this corridor could be reduced access ramps to individual business in order to reduce slowing traffic, and also reduce number of times vehicles cross sidewalks and bike lanes. A dedicated/ entirely separate pedestrian and bike route would be much safer and reduce conflicts.	It benefits pedestrians, cyclists and vehicle traffic by improving traffic flow, reducing interaction between vehicles, cyclists and pedestrians, and also improving streetscape and maintenance issues with better continuity of surface.	It would improve situations where vehicles and pedestrians intersect. By reducing the amount of times vehicles cross paths with pedestrians, it would improve safety.
Flat(ter) active mobility underpass infrastructure to ease mobility for all types of active transport or mobility aids. Extend underpasses for active transport to connect to river paths/parks etc, and re-add cycling infrastructure to 10th st!	Everyone who is a part of our society	Reduces active transport and automobile interactions and conflicts
Future, as it 5-10 years from now.	tax payers	Wait and until the city has money.
Modelling on the 5th Street Underpass would be good for walking; but, I would prefer to have the wheeling separate area added at the walking level and not at the street level as I think it is safer for all users.	provides maximum safety to all users	Safety to wheelers in that they are away from the autos turning into 11th Street from avenues, which is a problem on 5th street for vehicles turning from 9th Ave onto 5th street and a safety issue for wheelers.



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Improvement Idea	Who Benefits	What Does It Improve
		Having a barriered wheeler area protects walkers.
A safe, easy to access and well-lit pedestrian underpass would be awesome!	All commuters on foot, cycling or wheeling.	People having to wait for the train when they are on their way to work, to the pathways or to transit.
A pedestrian underpass sounds great! Safety is an imperative in the context of designing the underpass. Deterrents to criminal and other undesirable activities (urinating, loitering, drug use) would need to be in place (e.g. excellent lighting, clear line of sight, intercom button for help).	Non-vehicle commuters in the area	Please see 1A
Separated bicycle lanes are necessary.	This idea benefits all modes of transportation by keeping pedestrians safe from cyclists and cyclists safe from cars.	Separate bicycle lanes keep everyone safe.
Design twin cycle tracks on the west side of 11th st to minimize potential accidents with cars as they turn left onto 6th Ave W (an overpass at 6th Ave would help). Also, having an underpass for bikes & pedestrians on 11th st would reduce car traffic and make it safer for non-motorized transport	pedestrians and cyclists	safety in reaching the pathway system
access for bikes and creation of safe walking space		
1) Underpass on 11th street to allow for a safe corridor between downtown and Beltline. 2) Well lit and pedestrian friendly environment for underpass 3) Bike path on 11th street 4) Left turning light going north on 11th street and 11th avenue"	This idea will benefit the residents of the Beltline. I quite often take 11th street to access the Riverwalk in downtown	Safety for pedestrians requires the greatest improvement. There are trains that frequently go through and grade separation will greatly improve both the experience and safety for pedestrians. I have often seen trains stop and block 11th street, so pedestrians climb over the train to cross.
An underpass similar to the ones on 8th and 5th street where the pedestrian	It would benefit pedestrians and cyclists moving through the area.	Train wait times and safety for both pedestrians and cyclists.



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Improvement Idea	Who Benefits	What Does It Improve
sidewalks are wide and well lit, and a separate lane for cyclists. A left turning light signal at the intersection of 11th Street and 11th Ave would also alleviate traffic constraints in the area."		The traffic light benefits residents living in the area due to the increased population density and remove safety hazards to cyclists since drivers encroach on the bike lane to bypass stopped vehicles waiting to turn."
A lit underpass along 11th street Similar to the one on 8th street. Ideally flatter and not too steep and wide for pedestrians since there are lot of parents with strollers.	Those living in the Beltline trying to access Kerby station, downtown or river walk. Those in the west end trying to access grocery stores along the Beltline.	Before and After work, there is a lot of foot traffic crossing the rail tracks.
1) Pedestrian underpass at railway crossing 2) Bus route from Kerby CTrain station to 17th Avenue with frequent service	All people who live in the west side of downtown	1) Extremely long wait times at the railway crossing (particularly dangerous in cold/inclement weather) 2) General lack of each of access between downtown residential buildings and services along/off 11th St (particularly grocery stores such as Co-op and Community)
Piggybacking off a study conducted by Dutch students - first would be to critically examine the various modes of transport that are intersecting. Because freight transport is no longer being used in the downtown there is no need for it to exist any longer - this has been studied economically.	Calgary as a whole. The CP rail lines travel through the downtown but they don't service this area any longer (factories are now other businesses, law firms, architecture firms, art galleries) Essentially solving this issue on a case by case basis ignores the larger issue completely.	Striking a deal with CP to divert freight traffic around the city rather than through it. It is highly ambitious but also economically viable and gets to the core of the issue. It seems like the type of big scale move that Calgarians could get behind. the existing rail line becomes a park that links
1. Improve walkability from 17th Avenue to the River Pathway. 2. Traffic speed along 6 Avenue is too fast and too many lanes 3. The right lane on 6th Avenue should be reserved for transit buses	Residents of Downtown West who like to walk to local amenities safely.	1. Safety 2. Access to 17th Avenue and the River Pathway



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Improvement Idea	Who Benefits	What Does It Improve
5. Noise control on 6th avenue where motorcycles and cars are speeding up to reach Bow Trail		
Trees, planters, and shrubs make a place so much more pleasant and relaxing, even if a train is rumbling and squealing by. I'm pleased to see that plantings are one of your design elements.	Everyone, even those in cars.	
This is an important connection between the Beltline, Downtown West and the Bow River pathway. Please include a protected cycle track for safe travelling for all modes.	Families! But really people of all ages	Easier and safer travel by modes other than vehicle. This would also reduce vehicle traffic if more people had the option to safely travel by bike, scooter, foot, etc.
There should be an underpass like the one at 4th st. It should be well lit and the slope shouldn't be as steep as the ones further downtown.	The folks that work in the surrounding businesses (Metro Ford, Staples etc), and the people you live in the condominiums on the North side would have a safer route to access amenities such as COOP, the registry, and various other businesses. This also benefits motorists who are turning right off Bow	I has the potential to create a 2nd lane to turn into like the configuration of the 1st underpass. This would allow for a greater volume of traffic to flow. This also has the ability to eliminate a "line of fire" where multiple modes of transport intersect therefore eliminating risks.
Eliminate impediments to pedestrian and cycling access to/from Beltline to the CBD. Creation of an inspiring route for all.	Travellers in and out of Beltline and the CBD.	The waiting for trains and Ninth Avenue traffic.
Underpass below CP rail.	Pedestrians, cyclists and motorists.	Traffic, congestion and danger from the CP rail.
Infrastructure improvements that favour cyclists and pedestrians over vehicles.	Those who live in the downtown area versus suburban commuters.	Walking and cycling
I support the concept of relocating 11th St SW under the CP rail tracks to provide a route for both active and passive modes of travel	everyone who uses that street - walkers, runners, cyclists, passenger vehicles and local goods vehicles	
Provide separated walking, biking and car lanes via underpass. Work with land owners to enable better building frontage facing underpass. Design should be clear	Benefits all modes of traffic through separated lanes, plus CP. Fostering an identity for CP	Underpass improves the need for 11st traffic to halt for trains. Separated bike lane avoids current



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Improvement Idea	Who Benefits	What Does It Improve
and functional, carrying forward the design language of previously revitalized underpasses to give CP underpasses a consistent identity	underpasses creates better wayfinding for everyone and good design identity can create an attraction for locals and tourists. Land owners should also benefit if the project is well designed.	conflicts with other modes (as paint is not enough).
I like the 11 St. SW crossing, and I think the crossing should stay at-grade. Please consider widening the sidewalks on both sides.	Pedestrians benefit. People who appreciate the character of the at-grade crossing benefit.	It helps children learn skills to be safe around rail crossings. Keeping it at-grade preserves the area and its character. At least one downtown crossing should remain at-grade.
An underpass seems reasonable. My main concern is the safety of people in the area. Calgary underpasses are generally a less desirable part of our city. I would like to see focus on safety and the aesthetic of the design.	Having a safe and aesthetic underpass would benefit the local community	Safety
I think an underpass would likely be the best bet to meet the needs of people with mobility issues, cyclists, pedestrians and cars. I think a designated bike lane needs to be incorporated into this design for safety of everyone and better flow of people. Concerns about impacts of flooding	Cars, pedestrians(with and without mobility issues) cyclists and I'm sure CP Rail from a liability perspective	The halt of mobility for everyone when trains role through. Scheduling concerns for CP. Decrease stupidity around trains- I have seen too many people climb over and once under stopped trains or racing across the tracks as one approaches.
Ideally, an underpass can provide separated space for all three modes, with all three having proper transitions that doesn't require mixing (such as pedestrian and cyclist).	All three users. Maintaining currently number of lanes is a win for motorists, dedicated cycling and pedestrian space ensures safety for those modes as well.	Currently, space exists for all three, however the pedestrian realm is poor at best (and very difficult for those with disabilities to transit) and all three can be adversely affected by trains using the crossing.
Instead of having on street bike lanes put the bike lanes on a expanded sidewalk (with a walking part and separate biking part) Underpass should be 2 lanes total plus the wide sidewalk with the bike lane on it. Street enhancing features such as a	All modes of transportation, but cyclists would benefit most from not having to ride on the dangerous road anymore with a new	No more conflicts with the CPR tracks, no more conflicts between bikes and vehicle, much safer and more comfortable set



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Improvement Idea	Who Benefits	What Does It Improve
park with a fountain, trees and benches too.	dedicated off street bike lane.	up for all users, especially cyclists.
A wide pedestrian overpass over rail and 9th that any future developments can directly connect to	Pedestrian access	Improve pedestrian access
Build the underpass to reduce traffic congestion and traffic backups for waiting for the trains. Make sure the underpass area is still relatively open and walkable as older downtown underpasses feel pedestrian unfriendly and dangerous at night. Underpass would also reduce risk of collisions.	Pedestrians, trains, vehicles, cyclists. Basically everyone.	Reduce train collisions with vehicles, pedestrians and cyclists. Reduce risk of sever outcomes especially when trains are carrying hazardous materials. Make the area more walkable and pedestrian friendly, underpasses in downtown can feel unsafe at night.
A protected bike lane from the bow river to 12th street cycle track and underpass under the train tracks.	A protected cycle lane would protect cyclists, pedestrians and motorist. An underpass would also benefit all users from not having to wait for trains.	Waiting for trains is time consuming and in the winter it can get very cold. An underpass would improve these situations. I have often seen pedestrians run across the tracks before a train arrives or while it is stopped. These situations are very dangerous.
11st is the only street that gets congested when a very long CPR train come through downtown calgary. the next cross over is either 8th street or crowchild... I walk and drive through the area and have long debated why there isnt an over/underpass on 11st.	People using 11st, people living close by who walk to do groceries, I mean anyone who doesnt wanna wait for a 100+ cart CPR train traveling at 30km/h. its 2021...	road congestion (all the way from 6th ave to 17th ave really), possible death on train tracks, its very exposed, with little to no safety features (besides the 4 blinking arms).
Honestly the biggest impact in on pedestrians, most cars can just go to the 8th st underpass if they see a train. Just a small pedestrian overpass would be nice.	Pedestrians	Pedestrians getting stuck freezing waiting for the train
During the underpass construction, all sidewalk closures must be coordinated with nearby projects. There is already a sidewalk closure on 11th Street at 11th Ave. Don't botch this like the 4th street project and force people to cross 11th multiple times to walk more than three blocks.	Pedestrians mainly, but I'll also add that reducing the need for people to cross the road is likely a benefit to drivers as well.	Better pedestrian experience, fewer people needing to venture into the path of drivers.



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Improvement Idea	Who Benefits	What Does It Improve
Can you build an underpass to get everyone below the train tracks, but keep 11 street below 9th as well? Take out some of the Staples and Ford parking lots to allow right turns on/off 9th but reroute left turns to 10th. This will reduce many conflict points and allow all north-south traffic to flow.	All road users, but not Staples or Ford.	Reduce congestion and danger from the train crossing, reduce danger to cyclists and pedestrians from autos turning left on/off 9th.
With the winter snow, I've seen two instances where someone in a wheelchair was unable to use the underpass. Either having it plowed or heated in some way would be great from an accessibility perspective.		
		Traffic walking and vehicle congestion
Under pass necessary or overpass for walk and bicycle or wheel	All travellers	Pollution due to cars idling Frustration of walkers especially in cold wx
Move the CP rail line from the Downtown!	Many consumers, business, timing and efficiency of rail, and wildlife	No delays. Noise reduction.
I prefer an overpass for pedestrians. Cars can detour to other underpasses in the city but for pedestrians, that is not a practical option. Building only a pedestrian overpass would take a shorter time to build and be less costly and easier for the city to maintain.	It would benefit people living in the neighbourhoods who use the LRT	
Most important thing is to have underpass access for people walking & biking. People driving are better able to access other alternatives without large delays to avoid the at-grade train crossing. Either way, plan for complete separation for cars, bikes & peds-separated bike lanes & large sidewalks		Long waits by everyone for freight train passing, safety hazards when people trying to make it across the tracks, safety for people walking & biking if separate bike lanes and better sidewalks.
make it like the one that crosses 9th Ave on 8th Street SW	everyone	no waiting for the train to pass, and safety for pedestrians and vehicles
Need for improvements for pedestrians and bikes from 17th Avenue to the C-Train on both the west and east sides of 11 Street SW. This is a highly used route	The public.	Need for improvements for pedestrians and bikes from 17th Avenue to the C-Train on both the west and east



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Improvement Idea	Who Benefits	What Does It Improve
for both and the sidewalks are too narrow, the pedestrian environment is unsafe, uncomfortable and unattractive.		sides of 11 Street SW. This is a highly used route for both and the sidewalks are too narrow, the pedestrian environment is unsafe, uncomfortable and unattractive.
Focus on pedestrians/cyclists and leave the vehicle crossing at grade (assuming that it would be less expensive to do so). There are a lot of other underpass options for vehicle traffic in the area - and the rail crossing is only half a block in so it is relatively easy for vehicle traffic to avoid.	Pedestrians and cyclists in the area. Assuming it is more cost effective, also taxpayers generally. May also have less of an impact during construction.	Access from west beltline into downtown, the river pathway, and a CTrain station in the free fare zone.
I think an underpass would make sense, since the traffic at rush hours can be quite problematic, if there is train.	Those who benefit would be those leaving and entering downtown. There are also a number of new residences being added to this immediate area, and when they are all inhabited, it will likely become quite congested. I also think it will benefit pedestrians who live and shop in the area.	Congestion, particularly when trains are going through.
A pedestrian overpass.	Pedestrians	Pedestrians caught waiting for a train to pass, especially during the winter months.
I'd be in favour of an underpass for the safety and flow of traffic by foot pedestrians, cyclists, runners and drivers who use this interaction daily.		
Do not do any improvements.	The tax payers.	
Separated bicycle infrastructure	Active modes - those bicycling but also potential to improve the buffer for pedestrians as well from vehicular traffic	
Along with the underpasses, it would be nice to see more green space/trees along 11st SW from 11 Ave down to the river. Including the bike lanes in this plan would be great too.	Residents of Connaught/Beltline/Sunalta	Shortens commute time to CTrain and Bow River pathways. Cycling currently feels dangerous along narrow 11st bike paths



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Improvement Idea	Who Benefits	What Does It Improve
I would love to see an underpass here which will greatly improve the use of the area by motorists, pedestrians and even CP rail will benefit. The only down side is lowering 10th Ave and 9th Ave and heavy commercial vehicle limitations for height restrictions but that is a small price to pay.		
An underpass is needed. I live near by and the high population density here creates lots of congestion both from cars and pedestrians waiting for the train to cross. We also hear the train slam on its breaks alot which is a cause of concern due to the loads they carry.	Pedestrians, cars and buses	And underpass for the train would aid greatly.
I would start by creating a temporary Active Only overpass and then lower the street under the CP Rail. Many people who live in the area are pedestrians or people taking transit to access the Co-op.	People who live along the 11th Street corridor and in the general west Beltline neighbourhood.	Access to the C-Train and the Bow River Pathway - two vital forms of transportation for residents in the area.
Would like to know when my pedestrian journey along 11th Street SW is going to be interrupted by a freight train closing the crossing, trains are so long now that when the weather is cold, there is a risk of frostbite while waiting for the train to pass by.	Pedestrians accessing 11th Street to/from Transit options & Kerby Centre	Alleviate cold weather conditions causing frostbite due to waiting for a train to pass
An underpass is vital for this crossing. The current at grade crossing is very dangerous.	Commuters, pedestrians, bikers.	Every morning on my commute you see people sprint to make the crossing in front of a moving train because otherwise they'll end up being late. It is very dangerous.
An underpass for cars, bikes, and pedestrians would be ideal for this area. Something well lit, with enough space for pedestrians, cyclists, and vehicle to remain separate	Commuters (vehicle, pedestrian, cyclists)	Long wait times if there is a train, and the long signal light at 9 Ave make this area almost unusable for pedestrians (especially when it is cold). However as someone who is often a pedestrian, a pedestrian only underpass would feel too closed and unsafe.



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Improvement Idea	Who Benefits	What Does It Improve
Please ensure there is fencing on both sides to prevent citizens from crossing the tracks	Calgary Citizens	Death
Need a proper protected bike lane and sidewalk that doesnt have us wait next to exhaust spewing vehicles carrying one person	Society thru improved active travel	Waiting next to exhaust spewing vehicles. Safety for active travellers who are at risk from huge vehicles trying to cross the track before the train
Traffic controls or limitations on 11th Street south of 12th Avenue	This will maintain the safety and comfort for pedestrians, cyclists residents, students at Connaught school, users of the dog park, etc.	This will maintain the safety and comfort for those listed above, maintain low levels of traffic noise for residents of the area.
Underpass with equal focus on pedestrian and cyclist use. Some of the other underpasses do not consider needs of pedestrians and create unsafe environments due to light and safety issues in past.	Everyone who travels in the area whether on foot, bike, or car.	Travel times would improve significantly
This is an important access point for pedestrians, cyclists and vehicles. Removing any of the three is not beneficial. Dedicated bike lane and separate pedestrian lane in the underpass would be ideal. Two lanes of traffic (one each way) is sufficient."	All users	
Definitely an underpass with raised sidewalks	Everyone	Getting home from work
A roadway underpass or overpass. Or at the very least a pedestrian one	All drivers and pedestrians	Traffic flow
A person had a great point of building a underpass for sidewalks, what build a bridge over CPR like the one in SE Calgary		
Concern is when all the other underpasses are flooded there is no option on southwest side to get out of downtown to get to the beltline.	People who live in the beltline or inner city to the south	
Concern is when all the other underpasses are flooded there is no option on southwest side to get out of downtown to get to the beltline.	Traffic, walkers and wheelers	



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Improvement Idea	Who Benefits	What Does It Improve
Separated bike lanes, wider sidewalks for pedestrians, use of more intelligent signals to shape safe traffic choices through the area. Make the area look nice - trees, greenery, etc. Commuters come last on 11 St SW especially. Let 9 Ave SW be the commuter in and out path, but keep 11 St SW nice.	Mostly the people who live in the area - bicyclists, pedestrians.	The fact that it's a crowded hellscape of aggressive driving and congestion right now.
Other than the overpass, 11th Street definitely needs dedicated bike lanes and wider sidewalks for pedestrians all the way from 7th Ave to 17th Ave.	All the residents in the west Beltline as well as people coming to the neighbourhood to shop.	Commuters living in west Beltline who use CTrain. Bus routes could be changed so buses could run up and down 11th Street, helping with access in the neighbourhood.
Enhanced pedestrian & cycling right of ways would really improve this area.	Anyone who walks, bikes, scooters or uses a wheelchair, walker or other mobility enhancement tool.	Access to grocery store & amenities; improve non-driving transportation options, improve river access, etc.
An underpass for vehicles and pedestrians would greatly improve the 11th Ave rail intersection	Commuters, pedestrians, drivers, LRT passengers (walking to Kirby station from beltline)	Long waits at unwelcome times, unpredictable train schedule, traffic backups die to waiting for train
Stop spending money	Everyone	Everyone's wallet
Shaw Millennium Park is a major event park near the crossing. As part of the city's Cultural Plan can you look at incorporating cultural elements that reflect the community and the activity into the final design. Also look at how this may support/impact major event access/egress	everyone, major event producers, festival participants	highlights the cultural identity of the community and creates sense of destination, supports the operations and emergency access/egress required for events
Just get it done. I don't even care how aesthetically pleasing the underpass is. This should have been done decades ago and the longer there is no underpass the higher the risk this intersection poses with pedestrians frequently climbing over trains that have stop or are moving slowly.	The traffic here is a nightmare. It's not uncommon to see traffic backed up all the way down Bow Trail when a train is blocking the intersection. It's also a safety risk to pedestrians. Everyone benefits from this being done.	The likelihood of someone getting run over by a train would be a lot lower and there wouldn't be such an extreme amount of traffic issues. Please build this as fast as possible.
Create an underpass for just active users.		
A bike or walk overpass would be great at this area. This is a main connection point	people who live in the area	long wait times when trains come.. sometimes 2 at a



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Improvement Idea	Who Benefits	What Does It Improve
to the river network for much of the west end		time. can be waiting for 10+ mins.
Separate lanes for pedestrians, cyclists and vehicles (like 5 St underpass).	There are many pedestrians and cyclists that use 11 Street.	11 Street is an important route that connects the 12 Ave cycle track to the river pathway. The bike lanes are good, but improved cycle lanes would make it safer for cyclists of all ages. I prefer separated cycle lanes (like 5 Street) and not combined with sidewalks.
Please provide a dedicated cycling facility at near-sidewalk level (eg not at the lower grade for vehicles) that provides a safe 5A connection between the 12 Avenue SW on-street pathway in the Beltline, Millennium Park, and the Bow River Pathway.	People driving (less interference from people cycling); people walking (no sharing the sidewalk with people cycling); and people cycling (dedicated safe and convenient space).	Current painted bike lanes on 11 Street SW are often poorly maintained (snow, debris) and encroached upon by people driving (distraction, turning movements).
Well lit underpass with well-defined bike lanes separate from sidewalks.		As the area becomes more populated an underpass will be easier for moving both vehicles and pedestrians.
Separated bike lanes, as the current lanes end up being snow storage for significant parts of the winter.	People on bikes and drivers who don't like being stuck behind bikes.	Safety for people on bicycles, especially in the winter.
Cycle track from the Kerby C-Train station all the way down to 17th ave. By building this underpass it creates a massive opportunity for the 5A network and sustainable active transportation	Cycle tracks have been shown to improve the safety of all road users including drivers. It literally benefits everybody.	Expanding the cycletrack network and accessibility to active transportation along with multi modal transport options
Tunnelled train	Everyone- cars, bikes, pedestrians avoid instance of collisions and all systems can move on time safely	Possibility of any collisions. Train and pedestrian, train and car, train and cyclist
Calgary has done fantastic job of underpasses. I prefer the 5th st underpass style with wide sidewalks and dedicated cycle track to be done at 11st.	Pedestrian and cyclists	Access to river pathway for beltline residents.
Protected/seperated bike lanes, minimal grade changes if possible when the	I guess cyclists and pedestrians, but my	Drivers will feel more confident when not having



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Improvement Idea	Who Benefits	What Does It Improve
project is being developed. Pedestrian bridges, if considered, need to be considered with weather shielding in mind.	primary point would be that when we address the issue with traffic (which is definitely the larger issue here), we need to take a big opportunity to make sure this important pedestrian area isn't compromised.	to look out for cyclists, and vice versa. Comfort and confidence for all! As well as improved safety.
Improved lighting, safe active modes connections, vehicular throughput, improved realm with urban character, wide pathways and planters	Citizens, business owners, commuters	Please make sure you follow CPTED principles to ensure this place doesn't become an unsafe haven for crime like other underpasses. Lighting and aesthetics are key.
Separated 2 way cycle track on the west side of 11th street from the Bow River all the way to 14th ave or even 17th ave. It should be on the West side so it's easier to access from the river pathway and Shaw M park. Cyclist, sidewalk and vehicle underpass at the rail way tracks.	This idea is intended to benefit anyone who wheels. Cyclists, E scooters, Skateboarders, push scooters, roller blades. It also will benefit pedestrians who will not have to deal with wheelers riding on the sidewalk anymore.	Vancouver has figured this out, many cyclists dislike riding next to vehicles on a painted bike lane. Bike lanes therefore do not attract more cyclists. However on street bikeways or buffered Bike lanes do attract more cyclists since it's safer and more comfortable. Do what Vancouver does.
Separated bike lanes, please. It's great to ride a bike to the Co-op and nearby transit stops, but the painted bike lane feels very unsafe. And don't make a weird half-bike lane like the East Village underpass. That's confusing and unsafe. Separate all users.	Motorists, cyclists and pedestrians.	Keeping me alive while being a human.
Physically protected cycle tracks along 11th ave, especially through the underpass.	All users. People driving cars don't have to worry about sharing space with active users. People using active transportation will have a safe, dedicated space. People walking won't have to worry about people wheeling around them.	Conflict between all users. Risk of death dramatically reduced.



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This underpass should be universal. Universal design goes further than only wheelchair access and fits the needs of an entire population. This crossing should be a pedestrian/cycle 1st, transit 2nd, and autos last. The city should employ an accessibility consultant.	Everyone! Universal design has the ability to meet the needs of everyone, especially those who experience disabilities... which is literally everyone because growing old leads to some degree of loss in mobility. Lets design a future for everyone now and in the future.	Mobility issues. Currently, the city does not adequately provide safe and equitable access to the city for every citizen. This is the DT Core, this is the place that no Calgarian should be worried about visiting or living. Blind, deaf, broken leg, or old. Everyone matters in these crossings.
If we have to sacrifice anything in this project; sacrifice the ability for drivers to navigate this area. It is easy for a driver to proceed to the 8th St or 5th St underpasses. For active transport modes those are reasonably big detours.	Non-drivers.	The obvious situation that is problematic here is when the CP Rail connection is being used and the interchange is blocked. At rare times, especially it seems on weekends, these trains block this interchange for long periods.
Ensure any new infrastructure is wide enough to accommodate all active transportation modes.	Cyclists, walkers, wheelchair users, joggers, skateboarders, scooter riders.	Waiting for the train and dangerously crossing through a stopped train. A lot of people go through here to access Millennium Park for regular use as well as events.
MAKE AN UNDERPASS!!! This is such a silly engagement project. Just make the underpass. As a person who lives at Midtown Towers, I HATE having to wait for the goddamn train just to get to Downtown West station.	Basically everyone who lives south of 9th avenue SW and between 13 street SW and 9 street SW	PEOPLE JUMPING THE TRAIN TRACKS

- How do you see yourself using the study area in the future (i.e. transit, commuting, local destinations, recreational, etc.)?

### Online Responses

Yes, greatly. Right now, we try to avoid it and go 5th Street instead. With the underpass, we can just walk to Co-op with more ease. Really find the crossing dangerous right now especially during peak hours.
My household and I prefer walking or biking everywhere as we promote a green future for us and new generations.



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I cycle and walk in the area for commuting and recreation. I often avoid using 11 St due to long wait times at 9 Ave and also the occasional train crossing. If safer cycling and walking infrastructure existed I would prioritize this route.
I'm driving to Midtown Market regularly. I am avoiding the at-grade crossing due to passing trains.
Access to 17th Avenue
Recreational, and frequenting local businesses (by car on foot and by bike).
Driving in that area would be more convenient
Mostly, I bicycle and drive (truck, motorcycle) across this rail crossing and along 11th Street SW. More rarely, I am on foot.
I would like to safely bike or walk, of which currently I cannot without either almost getting hit or a driver yelling profanities at me.
Walking to grocery stores and restaurants more rather than driving
I use the crossing regularly and have never experienced a large amount of traffic or a significant time delay. If I was in a hurry I would just turn around and use a different crossing. I bike through the crossing regularly in the summer and have never come across a delay.
Local Destinations and recreational.
Walking, running, commuting, going to the transit station
If at grade crossing is removed, I'd likely use the area much less. If a pedestrian bridge is installed I'd probably avoid it altogether. This has to be done very well for my access and use to increase.
Cycling: mix of recreational and commuting to various destinations.
I live a couple blocks from it. I cross when it is open and take an underpass when CP is using it
I will access my fitness classes more and I will more frequently access restaurants in the 11 Street/17 Avenue area.
I would use the area as a driver accessing businesses both along the construction area and downtown.
Walking
It's an intersection. Everyone uses intersections!
I see myself constantly trying to remind City "planners" that real people pay taxes and real businesses are going bankrupt because their department is wasting millions of dollars annually.
Nothing should change
I drive through the area every day, no need to change it.
I often run this route to access the river from the beltline. I see myself using the corridor more as a recreational route to access the river. As of now, the train can be a barrier and I often have to detour to the unsightly and narrow 14th st underpass to avoid train traffic.
Bicycle commuting to local destinations including parks for recreation, nearby restaurants/retail, and possibly work (in the future).
I already use it, the few times I have to wait for a train are not that long even in the cold of winter. It is not a big issue. As for drivers if they had 1/2 an ounce of brains they would be able to navigate to other routes.
Transit by private auto, transit by Cycling and also as a pedestrian. I travel that area daily as I work in the Beltline and live in the NW.
All of the above
All of the above examples.
I use this route when I go to work either by car or when walking from the CTrain station.
I commute using the existing roads at present. Any change would improve the safety of my commute commuting/local destination west hillhurst to 17 ave restaurants/ recreation



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I often use 11th street to access the west side of downtown
Local destinations, and commuting to work.
I see myself using the underpass daily to get and from work in downtown.
Transit, commuting on foot
existing rail line becomes a park with multi modal pedestrian paths that re link the beltline to the core rather than divide it. It is a very smart plan but it would require some actual organized effort rather than a piecemeal Band-Aid solution. It would put Calgary back on the map as an innovative
All the above, we want to use less of our car and more walking and transit to the art centers downtown and the restaurants along 17th avenue.
I use 11th St, and the crossing, to get to the Coop, and to 17th Ave., all on foot. I also bike through this area on my way to adventure. And sometimes I drive 11 St and 9 Ave.
I use this route for both recreation, work, and personal day to day travel.
I would be more inclined to access the businesses on the south side of 9th. I currently avoid turning there due to the backups from the train and from the poor existing design of that stretch of road
Personally, this is mostly a recreational route.
driving, walking, eating
Local destinations and recreation.
Commuting by biking or walking
This corridor is the main route from my residence to the river pathways (walking and bicycle). Also provides access to LRT transit when combined with walking.
I expect to continue using 11st using various modes for transit.
Walking from the C-Train station at Kirby to the Midtown Co-op.
Yes, I walk here on a daily basis
Commuting, recreation, as well as access to the C-train and bow river
I regularly commute across the crossing via bicycle. Further, as a live nearby I also use the crossing for other modes. Once the grocery store is open on 9th I predict further crossing activity.
I will only be using this road as a cyclist. for accessing local destination and recreation purposes.
I primarily drive
Walking and driving more in the area.
I cycle on 11st street to get groceries weekly. I would likely frequent the area more often to support other local businesses if the route was easier/safer.
investing in my future, invitng people to my locality/community (hospitality), recreation.
It's literally like two blocks away from my apartment. I walk passed it at least 1-2 times a week to get groceries. My close friend also lives next to the co-op so I walk to see her a lot too.
Still walking through this area, mainly east/west along 10th Ave. I often take transit through this area as well, but that already works reasonably well.
I used to live in the area and used it daily as a pedestrian. I use 11th regularly now to demonstrate concerns with bike lanes and train tracks to cyclists.
Transit and walk every day to work
This would provide better access to the river and west areas from the belt line. It is avoided due to possible train delays now
Walking biking and driving shopping
To suggest and celebrate improvements for this beloved city.



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I live by the co-op. I would use this underpass every day to get to the c-train and/or to walk to the river or downtown. I would occasionally use separate bike lanes to safely cycle & connect to 8 Ave or the river pathway.
I would use it all the time instead of going up 14th Street. Improves access to Millennial Park, the river and pathways, and Kerby Station from the Beltline
All - access to transit, access to the river, access to downtown
I drive on 11 Street every day that I work, and frequently have to stop for the train. I also shop in the area.
Driving to and from local destinations, almost exclusively for business.
I'd be using it more often rather than driving further away to avoid the delay due to train crossings.
Commuting by foot or by bike
Transit, recreation, commuting.
I walk and drive this area almost every day as a resident of Bankview who works in the beltline my commute takes me past this area every day I shop at midtown coop. I don't see many down sides to this idea.
We use this street alot to get to work and coming back from crowchild via car on 9st.
Both as transit to the downtown area and Eau Claire and recreational use in better access to the Pathway.
I walk up 11th Street SW to access Staples, the Kerby Center and the C Train.
Commuting, recreationally, traveling to and from the beltline businesses and destinations.
commuting
None
I travel by bicycle in the beltline for work, to run errands, to recreate and to show off my city to friends and out of towners.
I already use the area and would continue to do so
I currently use it to primarily access retail in the belt line (co-op) and access the River pathway.
I use it everyday
Faster connections
yes
Commuting
Comminuting by foot, to transport it by car. Going to local destinations, or jogging.
Local destinations, recreation (mainly walking from where I live on 12 Ave SW and walking to the River)
Commuting to the CTrain; cycling recreationally as well as using my bicycle to shop.
I would ride my bike more to the grocery store from West Hillhurst.
Commuting and local destinations/recreational. I live nearby and cross this intersection over the train tracks almost daily
However I want
recreational when accessing SMP from the south, as a festival participant, riding my bike
I walk through this intersection on a near daily basis and frequently drive through it as well.
regularly run through this area on way to river path network
It is one of my most used routes for cycling and walking.
Access to the Bow River pathway for local destinations and recreational trips. Mainly by bicycle.
I use the area regularly to get to local restaurants and shopping.



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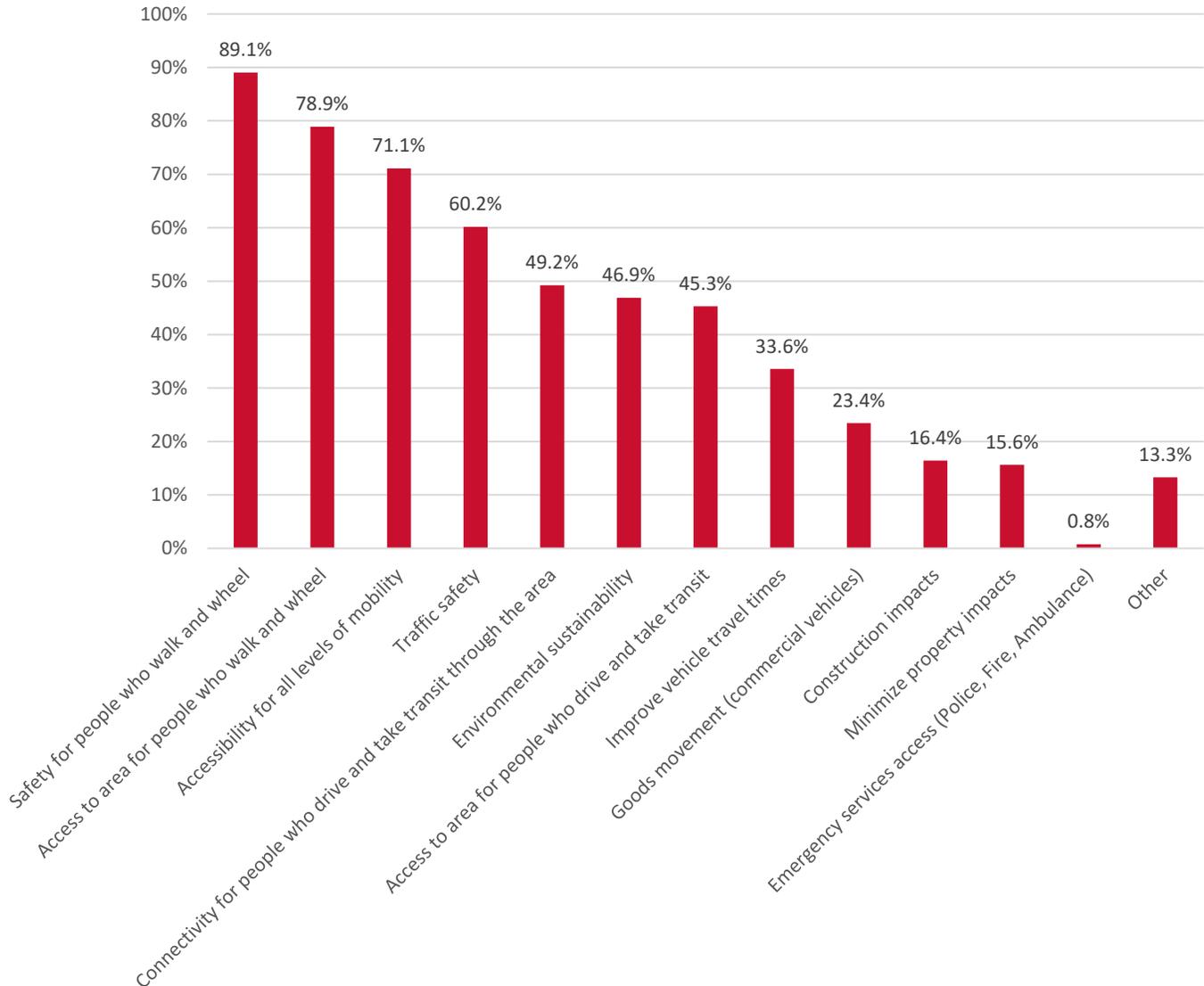
It's a major route for people who live in nearby communities who bike to the co-op grocery store, or to the bow river pathway.
Biking to Kerby C-train station.
11th St is important access way to the river and also to the 12th Ave cycle track
Access to river pathway Alternative route when driving home to belt line. (Rather than going to 8th st to avoid trains)
Same as always! Walking through, biking through, driving through. Its a true intermodal intersection that runs in all directions. When the train ISNT there, it operates pretty well! How do we address that issue without compromising its current functionality?
Driving through, walking and cycling
I don't work downtown so I rarely drive through the area. However I commonly ride my bike from Hillhurst across 14th street bridge to access local destinations and friends in the Beltline. Improvements on 11th would make this ride easier.
Transit, commuting, shopping, groceries. There is a lot of amenities in this area, and difficult to get to many of them unless you are in a car.
Commute to work and recreation.
I often use this crossing to access the train platform or the riverwalk (and back). This will continue into the future.
I primarily move through this area by bicycle along 11St SW's bike lanes, and envision that continuing. I use it as a connection to downtown, groceries, and the beltline area.
Driving, walking, skateboarding, biking.
Well I live here. It angers me incredibly that this passing has been made an issue since 2016 and nothing has happened.

3. Tell us what is important to you by selecting your priorities below. Check all that apply. You can add anything that may be missing under "Other". Your preferences will be used to develop criteria that will be used when evaluating design options.



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## Other

1. building a beautiful city
2. Drive and transit should not be in the same category. Calgary needs to move away from auto dominated policy by rebalancing all other modes. downtown could become car free
3. Encourage the use of the C'Train for pedestrians wishing to access 17th Ave/ 11th Street area.
4. I would love to see a route free of blindingly bright light promoted as 'security lighting'. I would love to see a route free of unreadable text promoted as 'art'.
5. Improve investments in amenities for Downtown West.



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6. It is unnecessary allocation of limited tax dollars at this time. But hey, that is what city council is good at keep spending money, when there are cheaper and easier solutions.
7. Noise levels
8. Preservation of a heritage crossing.
9. Reserve city of Calgary spending budgets for improvements that are actually NEEDED
10. Right now, 11th Street is more accommodating for automobiles rather than any other mode. There needs to be a better balance.
11. Stop spending
12. Synchronize lights better along 11 Street SW between 6th Avenue and 12th Avenue SW for more continuous vehicular flow, instead of stop and go at every set of lights.
13. That way cars and emergency vehicles doesn't need to wait for CPR to go by and takes forever
14. Trains should not be using the tracks between 6 am and 6 pm.
15. Transit and driving should not be in the same category.
16. Universal Design... it goes further than accessibility. I urge the Calgary Planning department to take on this notion.
17. Wasteful Civic Government spending.

## Email Submissions

A person had a great point of building a underpass for sidewalks, what build a bridge over CPR like the one in SE Calgary because I am afraid that people will do alot of graffiti of a underpass, druggies or even littering that is why I like overpass better and have less noise of the CPR rail

## Comments Received on Social Media Promoted Posts

Please note indentations in the table indicate responses to the comment above. All names have been removed to protect personal information.

<b>February 8, 2021 Social Media Post (74 comments and 5 shares)</b>
Learn how to budget and cut some spending. You're going to tax Calgarians into poverty. The recent decisions to lower residential limits to 40 is going to change nothing and the cost to change all the signs will be ridiculous. Nothing was wrong with 50
I guess you didn't actually go through any of the data which clearly stated it'll cost about \$2.3 million to make the change and save over \$8 million in societal costs. Also, physics don't lie: a pedestrian being hit at 50km/h has a much lower chance of surviving than the same pedestrian hit by the same auto doing 40km/h.
We wouldn't want to facts to get in the way of a good argument now would we LOL
The City's own engineering reports outlined how the 85th percentile speed will not meaningfully be reduced by changing the posted limits. It went on to say that the only



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<p>way to slow people down is with traffic calming engineering (not being done) or with a huge increase in ticketing. The Councilors liked the part about more ticket money.</p>
<p>if there was a huge problem with pedestrians being killed in unmarked 50kmh zones, we would've long been hearing about this and there would be an angry group of parents who'd lost their children, like MADD, making noise in the media for the past decade or two. Since none of those things are true, then it must just be a continuation of council's war on cars &amp; another scenario where council forces it's agenda on to the peasants - the *overwhelming* majority of whom disagree with the agenda.</p>
<p>Exactly. If this was really about safety, the city would be enforcing the current speed limits. But they aren't, in any meaningful way. Especially not PG zones outside of Elbow Drive.</p>
<p>oh good! <i>[Omitted]</i> back. His comments are as authentic as his profile name.</p>
<p>waaah taxes waaah infrastructure</p>
<p>City can't seem to budget their money money... or should I say our money. Remember especially the one : Changing all of the playground zones The city says Calgary has approximately 180 school zones and 1,510 playground zones. Crews will be replacing the school zone signs, this was last year and it costed over half \$1 million. #Priceless</p>
<p>I'm at a loss as to the problem here. I've been delayed by the train several times, but it is at a fairly regular time and maintaining a POSTED schedule would allow those affected to avoid the trains at these times and use the 8th Street underpass (*which was stupidly built with lights that protrude into the lane and lost space to fix this EXTREMELY EXPENSIVE design error..who repairs a road only to make it worse??!) You still haven't fixed the 14th Street underpass- it's a disaster - but again you focus on bikes..in snow laden Calgary. This stupidity is developing it's own flavor <i>[omitted]</i></p>
<p>The 8 St SE crossing was a bottleneck with only 2 lines. The 12 St SE crossing has 5 lines. The 4 St SE crossing has 4 lines. The CP right of way narrows from 4 lines to 2 behind Co-op. The 14 St SW bridge has space for 4 lines. It wouldn't surprise me that CP has made long term agreements with the feds, and bypassed council. We would never hear about those meetings. The railroad is federal jurisdiction. The locals are informed, not asked. Ask anyone if they were asked about the new airport runway, with planes buzzing formerly quiet neighbourhoods in the NE.</p>
<p>It was absolutely no secret that the land was airport land. Do your due diligence before buying there.</p>
<p>Most of folks who live downtown and in the belt line area are aware of this train crossing and also know about the 5th, 4th and 1st street underpasses. If we see the train running, we can use other underpasses (most crossing last 10 minutes). Instead of wasting precious taxpayer dollars on something that is not broken, why don't the city deal with homeless problem and mental illness problems associated with some homeless folks. As someone who lives and work downtown Calgary, it's a pretty scary place to be after 7pm.</p>
<p>How does that reduce the number of pedestrian, cyclist or non-resident problems here? 11th Street has a painted bike lane on it, for example, and is also a common crossing point for pedestrians who live west of 11th.</p>
<p>as someone who lives in the immediate vicinity of this crossing I encounter the issues with this intersection on a frequent basis. A pedestrian bridge would be very beneficial. Going to the nearest underpass is not a logical option for pedestrians as it is a pretty big detour for pedestrians. The city has historically put little investment in pedestrian infrastructure, lacking compared to many similarly sized cities. An underpass in not necessarily needed as there are</p>



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alternative traffic routes and the cost may not be justified but a pedestrian bridge would be a good choice.
I am not against a pedestrian bridge (I suspect most folks use the 11 Street crossing to get to the Kirby Center C-train station) but not a full underpass, especially when the City Council has issues balancing their budgets. If you look at that intersection, it's really difficult to build an underpass without significant disruption and upheaval.
'seems like a no-brainer ... if there's no under/over pass build whichever is cheapest and meets the needs of getting people/traffic from one side to the other. Just get it done!
So city is spending several million to add 50 kph signs everywhere to the new 40 kph default? 11th Street crossing is not a problem now really, and the only real option, an underpass for everyone will create severe problems for Staples access, Coop liquor store access, and access to the new housing complex on 9th Avenue. While CP may be going to four tracks, the amount of actual trains will not be changing markedly. A problem not needing solving at this time anyway.
A simple pedestrian overpass would suffice; there are other options in the d'town for vehicular traffic to avoid being stopped by CP traffic
A pedestrian overpass may make some sense as cars have alternate options in poor weather but greater expense seems beyond foolish right now.
This would be a higher priority than the Green Line
One intersection is higher priority than a public transit line serving a wide area?
Sometimes it is best to nothing. The city has never add this option to an project. The bike lane here needs a well light tunnel with a scrolling message board. I live and work downtown in 16 years I have been delayed about 1 hour total by trains at this intersection. The impacted cost to Calgarians is very small of the street level crossing. During the flood of 2012 this was one of the few crossing from north to south. The cost for the project amortized over 40 years is very very expensive. So do nothing!!! Fire these project managers and reduce city costs. The mayor and council should stop trying to improve things that won't impact Calgarians lives. Don't fix it if it is not broke!!
Lord help us. The City of Calgary is doing more 'planning' on how to make the city better for...us.
Just focus on a commuter train between Calgary and Edmonton and make better use of the track. Your focus is truly bizarre.
I'll definitely participate: I've seen far too many close calls here.
Let's build another TUNNEL TO NOWHERE ....it's only \$500,000,000....that can be Nenshis legacy....the Tunnel
Recently council voted to lower the speed limit in residential areas rather than allowing that decision to go to a plebiscite in the next election. Drew Farrell indicated that she does not believe in plebiscites. I can only hope she feels the same way when she is not on council. Please publicly announce the expense that is attached to this decision. I haven't heard the \$ amount and the cost to taxpayers. This was not an inexpensive decision. Signs are not cheap. What is the real cost? Can only hope that council will be transparent and HONEST to make this number public.
You cannot find a single piece of documentation supporting their decision. No stats, no studies, I would like to know why make a decision to change the speed limit now, whose votes are they trying to get. All the people who want to wrap the world in bubble wrap?
I read it was \$2million to change signs etc
<a href="https://beta.ctvnews.ca/.../calgary/2021/2/1/1_5291_268.html">https://beta.ctvnews.ca/.../calgary/2021/2/1/1_5291_268.html</a> \$2.3M cost. \$8.1M societal savings



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Olympics plebiscite would have cost near \$1.96M so you're asking the city to spend \$2M to find out if it should spend \$2.3M <a href="https://www.calgaryherald.com/.../fd856c3d-501d-4449.../amp/">https://www.calgaryherald.com/.../fd856c3d-501d-4449.../amp/</a>
Thanks. But let's remember that there was a plebiscite re: Olympics. That the city budgeted a specified amount and then added another \$5M. The \$8.1M in societal savings is speculation. The \$2.3 M cost is estimated. This council has a very good track record in underbudgeting and then raising taxes. The general public should have a say in this decision. People cannot afford more taxes.
on the radio the report from city hall for lower speed limits was \$2,300,000..... apparently there's a 100 to 1 payoff. Get ready for \$230,000,000 in photo radar and other ways to squeeze the money out of your pocket
Not to mention changing school and city bus routes and the impact on those users. Also impacts delivery drivers shuttle busses etc. We have had 3 fatalities in the 15 years i have lived in this neighbourhood BUT those were on the main street not the side street and new speed limit won't help.
Have it stop right by my doorstep is all I ask
The last thing we need is to spend more needless money during a global pandemic!!! GRRRRRRR. Im embarrassed to have been born here!
The election is a few months away. This council has proven to be a money spender in spite of the pandemic and many out of work and wages. This council continues to spend money foolishly and without regard to having to increase taxes. Please STOP THE SPENDING!!! This is a Plan that should be first and foremost on your agenda.
so instead of spending money on infrastructure projects that actually provide work for city residents and improve the flow of traffic, you think we should just all sit at home, unemployed and collecting EI and social assistance? Got it...
Thanks for responding. Unfortunately, the people making the money are the people that are city employees and protected by the unions. Either way they will get paid. If it was job creation without having the city tax payers having to pay higher taxes then I might agree. Unfortunately taxes go up for everyone. Also, I'm not saying it shouldn't happen, it just should be put to a vote by the taxpayers
Make sure you consult closely with the surrounding community.
Isn't better to move the whole CP station outside of downtown? I believe if anyone makes the math will see that is the best option in the long run.
How is that better for CP Rail? They've kinda been here since the very beginning of Calgary; why should they need to move and redo everything?
Maybe CP will dig up an old agreement and close the crossing like the one in Inglewood, that would be better and safer and cheaper for everyone.
The 8 St SE crossing was contracted to close 100 years ago: it was never intended to be a permanent road crossing and Greenline land negotiations. There is no such contract in place for 11 St SW.
I was just making a point that it is a CP right of way not a Calgary right of way.
The math has been done. <a href="https://www.cbc.ca/.../calgary-cp-rail-downtown-debate...">https://www.cbc.ca/.../calgary-cp-rail-downtown-debate...</a>
looks like many people in Calgary don't understand about infrastructure. Sometimes things must be changed. How much would be appreciate for all drivers or all people that need to leave with the noise that CP does? I know that most people here are selfish but is time to



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change before get worst. I could teach you all about math and quality of life and not be selfish...
Speaking of selfish, you think that those who chose to live near the train tracks didn't make that choice and the train should move?? Ha ha ha
Who is going to foot the multi-billion bill to buy the land and the constructions costs related to moving the CP lines? It's not like you can pick-up and move the lines and shunting yard. It we move the line south, you run into reserve lands. Rail lines
LOL, kinda like how bike lanes are more important to this city administration than the majority taxpayers called motorists? The historic car drivers?
Funny thing about taxes, [omitted], every homeowner pays them at the same rate regardless of what mode of transportation they choose. Just because you think that people who choose to ride their bikes are useless [offensive comment omitted] doesn't mean you're right. PS: you should thank cyclists for the existence of autos *and* paved roads.
if this city wants to be a world class city then all forms of transportation need to be included in urban design. Not everyone owns a car nor do they want them.
the train should move to a place that isnt close to any community. Selfish is you that looks like works in the government. Look how many people answer you and you still think that you are right. Keep being like that and you will end up alone.
I know that so what you are saying is to not do anything... good answer. Soon or later those reserve lands will be taken so what is the difference to do that now???? Calgary is a flat city, I dont think that would be an issue. I am from a country where they built rails over mountains and hills so if you are just trying to find more excuses to not do anything you are doing a great job.
I dont think they are useless but most people that bike to work do that just on summer more than that they go by car....
I don't work for the government, don't have a partnership with the government and have no affiliation with the government. I simply understand that every homeowner in Calgary pays municipal taxes and every person should have access to whatever transportation method they choose. Do you also complain about sidewalks, pedestrian overpasses and transit? If not, why not? Are some forms of transportation just not worthy of being supported?
I still think you work in the government or with something related to them because you are posting too much here. Anyway, Calgary does not have enough sidewalks, I know that because for a few years I didn't have a car and had to go by public transportation to places. Public transportation does not work well in Calgary. Have you ever had to wait for a bus under -30 and the bus does not show up? well I had. Anyway, lets talk about pedestrian overpasses. We have 3 in front of chinook mall. Do you have any idea how many people use those 3 overpasses? I don't think we need 3 there. Just 2 would be enough. How many overpasses would have to be built in order to fix the whole traffic for pedestrians and cars in downtown because of CP rails? A lot so why not make the whole math and you will see that would be cheaper to move CP rails to another place. The land that CP rails has in downtown most probably worth a lot more than moving them to a better and bigger area. So please lets do just one time and right. I am tired to see people talking and not doing anything right in life.
I actually live near Chinook Centre: there aren't 3 overpasses there. Further, the one that was recently built was paid for by the mall owner, to solve traffic problems and keep pedestrians safe who were coming from the train. So you don't think that there's enough pedestrian amenities, but you have an issue with bicycle amenities? This literally makes no sense. If you



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<p>actually took the 1 minute to read the actual post above you would have learned that this intersection is the ONLY one left in downtown where there's an at-grade CP rail crossing. The one in Inglewood which was recently closed isn't technically in downtown, imo, but other than 11 street sw, there aren't any. So your argument is absolutely ridiculous. Further, you don't seem to understand what's actually involved in moving rail lines, because it's more than just a single straight-through line that would need to be relocated. [Omitted] Including that being actively involved in the city I live and work in doesn't mean I am employed by the City.</p>
<p>we live in a world class city; geographically, a winter city. Please consider the economic viability of accommodating "all forms of transportation".</p>
<p>If you think that people can just magically afford a car in the winter, you're absolutely wrong. MANY people ride bikes and walk and take transit (and don't drive to the train station) in the winter in Calgary. Why do you think the only for...</p>
<p>other cities do. And are very successful at it. It's called thinking outside the box.</p>
<p>If a proper benefit cost analysis is conducted i.e. common sense, that box is totally dispelled as a myth. This is not a tiny country, this is a large landscape with different economic regions called Canada. Different constraints for a winter climate.</p>
<p>your opinion. Not everyone can afford a car. [Omitted].</p>
<p>It's clear YOU haven't done any cost-benefit analysis because walking and cycling ALWAYS come out as better for society as a while than automobiles. Period. It's also completely ridiculous that you are arguing about Canada as a whole when we're talking about just the City of Calgary.</p>
<p>it is clear that you have one foot inside the government. Anyway you think you know everything but looks like is just another politics talk. Like I said before. I know people like you. Just talk and dont do anything. I might leave Calgary in the near future because it is a city that doesnt think about the future. Most people here think that oil is everything. The day will come and this city one day will become a ghost place like some cities in Australia. Where is this information that one of the 3 overpasses in front of Chinook were built by the mall? If you leave near Chinook you dont have any idea how things are in downtown.</p>
<p>that is not true. I wanna see you walking or biking under 43 like this week Small</p>
<p>if you dont have a car you are screwed in this city. You cant get in many places. I had this experience. I dont think you guys dont have a car but are here giving your opinion.</p>
<p>your opinion. I am not privileged. [Omitted]. Have a nice weekend.</p>
<p>I lived in this city for 18 months after I moved here without a car. Rode my bike from the belt line to downtown almost every day for work. So yes you can. When you live central and have all the amenities you can absolutely live with out a car. I have one now but that doesn't mean I'm against all forms of transportation. People need to be able to ride bikes, take transit, get a cab or drive a car.</p>
<p>Are you going to sign the check to buy the land and move all of the infrastructure? The railroad was here first. The city decided to build around the railroad. Why doesn't the whole city move if it doesn't like it? In fact, I don't like your comment on this post, I want you to take it down. I believe if anyone makes the math will see that is the best option in the long run. [Omitted]</p>
<p>This City has a spending problem, ALWAYS trying to find somewhere to spend some more money.</p>
<p>How do you figure it's fine?</p>
<p>In regards to the North section; reducing vehicle traffic to one lane in each direction along center street is foolish. Its not what the engineers recommended. All those transportation vehicles, contractors and other</p>



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essential people who serve downtown businesses will be using 10 street and flyover; which are already congested. This create more pollution and getting into downtown will become a joke. It will also hurt businesses along center street, with access being limited. But it will be a good selling point for all those condos the Calgary land corporation is building along 16ave!
this isn't about the green line...
an underpass here is long overdue.
Let's. Ruin this too with putting in a bike path with cement curbs so it cannot be removed.
You're seriously worried about a bike lane when the issue is the freight train?
they have not even gotten the road right on 11th which gets back logged because the north driving lane has no turning lane, yet south driving does
Overdue. Stop trying to build monuments to yourselves and finish what has to be done.
How about you move the whole track out of downtown, there is no point of having a freight train run through the heart of downtown.
The plan should be to build an underpass ASAP. That's it. It's an ongoing pain in the butt, what is there to study?
How about balancing the budget?
Studies are more important! Get with it, nobody on council cares about budgets, studies are where it's at.
if it was a study to balance the budget we would be in business!!
Guess you didn't know that the City can't run a deficit, by law.
oh, that's what the city is thinking when they run a 74 million shortfall, just increase taxes and everything will be fine.
No, it's you who doesn't understand: the City is legally required to balance their budget.
I see what you are saying
DO NOTHING. Downtown is a zombie hinterland right now. Maybe city council can just take a giant recess till the next election. That would be the best way to serve your constituents. No more [omitted] ideas randomly passed like speed limit reduction and requiring me to pay to park in front of my own house.
Well, as someone who lives off of 11th street can we please ask you to put up a wind shelter for all us poor saps that get stuck in minus 20 below weather who get trapped by the train for 15 - 20 minutes sometimes trying to cross the tracks. Can the city please talk to CP rail and build SOME kind of shelter so we don't freeze to death???
If there was some way to have everyone able to cross the tracks *while* the train was going, a shelter wouldn't be needed. But as an interim measure, before they do whatever they're going to do, that's a GREAT idea. If you haven't, you should put that in as feedback on the survey and/or put in a 311 request for it.
Easy
This is needed to support vibrancy downtown and residents living in the area. People who say "just take the 8 St underpass" obviously don't live in the area or walk in -30 weather. Instead of an underpass, I like the idea of an overpass to support the walkers and wheelers. Sidewalks from Kerby Station need to be widened and remove power poles from the middle of the sidewalks.
Y'all are gonna get taxed into the dirt
who does not?
true but both Edmonton and Calgary are insane the taxes they charge people and the money they spend. Easy solution is don't have a mayor with a [omitted] spending mentality
<b>Comments to Feb 22, 2021 Social Media Post (97 comments and 10 shares)</b>



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Reno, NV did it right. They trenched their downtown core and lowered the railway tracks, preventing at-grade traffic stoppages. Their concern was emergency vehicles having to stop at crossings.
Reno, NV did it right. They trenched their downtown core and lowered the railway tracks, preventing at-grade traffic stoppages. Their concern was emergency vehicles having to stop at crossings.
I just looked it up. What a beautiful project.
This is literally the only at-grade rail crossing left in the core.
yes, but the comment is about what a beautiful job Reno did. Over all, when all the at grade crossings are gone, Reno will have the nicer finished product.
what about 8th street & 7 ave
I guess it is too much to ask for drivers to know the different roads and how to fine alternate routes, instead of sitting and waiting. South bound Crowchild and East bound Bow trail could exit on to 10th ave. North bound Crowchild drivers could exit off 9th ave into the old Greyhound station and go south on 14th street. Or they could be directed to the 8th street underpass or 5th street. All that is required would be proper digital warning signs so people could take the alternate route. Just add a clock to tell people how long the train has been crossing. As for pedestrians, the lineups are never very long. There, I saved you \$40 million
Thank you I could not agree more .....
8th street as well
isn't that a little bit too logical for city planning to consider though?
How many trains use these tracks anymore? Is the cost vs volume worth it? As others have stated, signs etc to warn drivers in advance to take marked detours is far cheaper
How do you suppose pedestrians and cyclists deal with it?
Quite trying to find ways to spend more money, find ways to cut operating expenses. You keep sending those useless sanding trucks with signal blades to scrape snow that's there.
Not sure who wrote the question but...it's not an underpass now, but you want input on how to improve the underpass? Do you actually have a design that you think needs improvement? Or are you saying that the city can't design an underpass?
They're asking for input on future development. <i>[Omitted]</i>
<i>[Omitted]</i> there isn't an underpass there yet so her question was are they already designing one for their and what are they really asking for.
just have to look at the multitude of shortsighted and bad planning to see that they need help with input from logical thinkers
they want the general public opinion on this but we aren't smart enough to consult if we want residential speed limits lowered.
good point. No consultation on what citizens are better qualified to give input and asking consultation for what is best left to qualified civil engineers. Yet I'm not surprised
the answer you seek requires a very small amount of effort to obtain. Please click the link in the post to get what you are looking for.
Future tense. Lol
Really Calgary! Councillors and Mayor have not been out to 50th SE or any of the other, Got to rattle over the tracks crossings, there is also one or two in Inglewood, maybe more. Get out of your cozy offices, and on your own dime, take a drive <i>[omitted]</i> and yes I read "in the center city"



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This is the last at-grade crossing in the downtown: no one is suggesting moving the train underground.
yet they built a tunnel under the Fraser River delta right next to the Pacific Ocean. And let's not even mention the Chunnel. Check your facts.
Ok let's say they can build it but does it warrant spending money we don't have? I don't see the need for the project at all.
Remember pedestrians. As long as people can still traverse 11St, knock your socks off...
What you talking about Willis, I don't see an underpass here, do you?
You could fix the crumbling sidewalk there.
A tunnel for the train wouldn't be bad.
Well first improvement.... new Mayor!!!
best answer yet

This is the only sensible solution I've seen so far.
The place is terrible for pedestrians. You can't cross for for a really long time when a train is crawling through, and stops and backs up.
Change the whole COUNCIL that would improve Calgary for sure
including the Mayor
It is time for a new Mayor and council
every time i see the city asking for our input its nothing but a good laugh, council never listens especially nashi and his [omitted] if they did that ridiculous green line would be put on hold.....
put the green line to rest is a better solution
the green line was first planned 30 years ago. It's been promised to residents in the centre north since before harvest hills was built out. It's been on hold long enough.
it was promised to Mckenzie and New Brighton and all those communities when they were building them
it's called bait and switch typical city tactics, I feel for you
So I guess more public art is on the way then! It's been like this since I can remember so not sure why it's now a urgent priority. Oh that's right Council has got to keep spending! Council needs to visit Detroit as that's the direction we're heading!
Well that's obvious. Bring back Coyotes night club!
Where are the stats that say it's unsafe to cross there? Where are the stats to say pedestrians are getting hit there? How many pedestrians a year actually getting hit at that Crossing? Answer these questions and then I'll give you some input.
I've seen it a few times where a train would be stopped and impatient pedestrians would actually climb over/under the stopped train, and risk either the train begin moving or an approaching train on the other track. Nearly saw a cyclist get hit when they decided to walk their bike along the right



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<p>of way to the end of a parked train just to be face to face with an oncoming train. You can't fix [omitted]. Maybe city hall wants the trains to drop to 40 km/h so pedestrians won't get hurt.</p>
<p>&amp; you still want ART????? Well lets make a piece of ART out of this !!!!!</p>
<p>STOP SPENDING MONEY we do not have ITS FINE THE WAY IT IS ....</p>
<p>respectfully, do you live here? It's not fine. Cities are allowed to spend money to fix problems, and the people who live here have a right to ask for this.</p>
<p>well said</p>
<p>it is not....a problem it is the way it is , it is time however that the city and some Calgarians learn that a little patience and acceptance of what is ...means that money spent for what is really important is the priority . The city of Calgary has spent huge amounts of money on projects that are done for little gain. It is time to stop the spending and cut back.</p>
<p>I lived in the area for 15 years. It is not OK. There needs to be an underpass there as it is the last major link from the Beltline to downtown on the west side. There is a lot of pedestrian and bicycle traffic due to the grocery stores in the area and then a train comes through. As the rest of the area builds up with downtown residential buildings, this traffic will only get worse. Having an option for eastbound Bow Trail/9th Ave to enter onto 14th Street Overpass would be a huge improvement for traffic trying to avoid downtown via the beltline (traveling east on 12th Ave or 17th Ave)</p>
<p>Actually, no it's NOT fine. It wasn't fine when I lived at 13th &amp; 13th 20 years ago and it's not ok now.</p>
<p>Aren't we in an economic disaster? DT is almost empty.</p>
<p>that's not true. There's about 2000 of us who actually live here. Right next to the tracks.</p>
<p>Obviously an underpass</p>
<p>Leave it be ....we do not have the Money to spare .....</p>
<p>Just build it.</p>

<p>OH [omitted]! let's build an overpass!!!!</p>
<p>An underpass like the one at 5th st SE could be used, in fact use the same blue prints to reduce engineering costs, but adapt it for the ground conditions of the site</p>
<p>Functional/safety-related improvements only... NO [omitted], over-priced city-sponsored "art" (i.e blue rings, piles of rocks, steel grates shaped like people, etc,) please...</p>
<p>Why ask? They do whatever they want regardless of public opinion.</p>
<p>Stop wasting money...</p>
<p>Why not fix the street lights at Mcloud and Glenmore, they have only been out for months, which my have played a part in that man that died recently</p>
<p>Pretty sure that guy was impaired and speeding, I believe he jumped onto the crosswalk islands, that poor family</p>



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Street light outages do not excuse lack of headlights on autos, and being impaired. There's literally no reason to blame the City for the death of that pedestrian: it is 100% on the driver of the auto that hit them.
OPEN THE GYMS
Ohhhh. The center city? LRT TRACKcrossings do not count?
Like you listen to the citizens of this city what a joke
We are in the middle of an economic disaster, when Nenshi is in the paper with the comments the city should ask for funds to help with the upcoming budget. And at the same time we have this idea that we can improve the 11 SW street crossing; council is stating we have to plough ahead with the green line when ridership is down to nothing; G Carra thinks it would be nice to LRT out 17 Ave SW to Chestermere; the council is advertising for a project manager for NE public art. What we need is a new set of councilors that can show some financial restraint until the economy can recover.
well said and a new Mayor while we're at it,
if there are no projects and no one working, how does the economy recover? Oh wait we could build things.
Get rid of that [omitted] Nenshi to start
Put in a bicycle path [omitted]. City council you have become so much of joke, that the citizens of the city don't need you.
Time to fire people who are wasting time and money
and what would you rather do, if not try and improve roads to make getting around safer and easier? What would appease you, your lordship?
Stop spending money we do not have ...its fine the way it is .....
Where are the stats that say it's unsafe to cross there? Where are the stats to say pedestrians are getting hit there? How many pedestrians a year actually getting hit at that Crossing? Answer these questions and then I'll give you some input.
Well, since you don't listen to us anyhow, you'll DO what you want.
who is your current councillor? There's an election coming up and we get to fire and hire whoever we want.
a long term one who keeps getting re-elected.
Druh Farrell by chance? It just came out that she's not running again.
no
Yippee its about time she retired to
it's very possible she's moving on to the provincial NDP
good place for her ...she will fit right in
Heres an idea .When the lights and barrier go on and down .Stop .Its really not that hard to understand