



Green Line LRT

What we heard: Bow River LRT bridge
March 2021

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What We Heard Report | March 2021



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Executive summary

The new Bow River LRT bridge will provide the critical link to connect the Green Line LRT with Calgary's north central and southeast communities. The bridge will also provide new opportunities for those who walk and wheel, by connecting Crescent Heights with Eau Claire, Chinatown and the centre city.

In June 2020, City Council approved the updated plan for Green Line LRT, which included an initial concept for the Bow River LRT bridge. The City committed to continue planning and engaging with residents for the Bow River LRT bridge and report back to the Green Line Committee with the **Bow River LRT bridge plan** in spring 2021, this includes:

- Vision for the Bow River LRT bridge
- Refined bridge alignment and shape of curve over Prince's Island Park
- Preferred bridge architectural form, including main span over the Bow River
- Layout of the bridge's multi-use pathway for pedestrians and cyclists

Engagement conducted in fall 2020 revealed that Calgarians had differentiating visions for the new Bow River LRT bridge, from distinctive to low-key, including:

- A desire for a bridge that incorporates convenient access points
- An interest in multimodal bridge that is safe and comfortable for people walking and wheeling
- Functional features including viewpoints and resting areas
- A desire for environmentally sensitive design that does not encroach on Prince's Island Park

This phase of public engagement was conducted from February 16 to March 2, 2021 and included online engagement opportunities, virtual presentations and two online open house events. From January 20 to March 24, four meetings were also held with a Stakeholder Working Group, which was established to bring diverse stakeholder perspectives into the process. Promoted through social media, e-newsletters, print material distribution and direct outreach, The City's communications efforts were focussed on impacted communities and city-wide promotion through social media, resulting in 1,386 visits to the online Engage Portal, 216 contributions to the online survey and 109 attending in-person sessions.

We heard that a successful bridge is one that **creates multi-use pathways** that support active transportation and accessibility; **considers the environment** by reducing impact on river flows and that is complementary with the natural surroundings while maintaining Prince's Island Park for recreational use; and **supports mode shift and increased ridership** by encouraging more people to take transit, thereby helping to reduce traffic congestion.

Calgarians who participated in the engagement expressed preference for a **low-profile** bridge that spans the Bow River with a **quiet design**. The majority of respondents felt bridge forms that did not require a pier in the river were most acceptable, with a greater preference for the Bow River bridge span to include an arch below the deck. **situated below deck** that does not require a pier in the river. Maintaining views that

respect the skyline and protecting the **natural environment** were also identified as important to respondents.

When it comes to views, the majority of respondents preferred a contextually appropriate design that **complements the existing built environment, highlights the natural environment, and maintains unobstructed views** of the downtown skyline and river valley.

Safety was important to many respondents, especially related to the multi-use pathways, expressing a desire for **physical separation between those who walk and wheel, protection from the trains, well-lit areas with non-slip surfaces, and pathways that are wide** enough to incorporate elements for experiencing the bridge (viewing areas, plants and benches).

Respondents also shared a variety of general comments related to **transit and active transportation connections, accessibility and specific design elements and architecture**, with support for a new focal point to frame views, interest in an elegant, curving form, and support for an arch or gateway element. With these comments, **respondents mentioned specific locations**, such as streets, intersections, neighbourhoods and landmarks, indicating a high degree of familiarity and interest in the bridge design and planning process.

The ideas and input described in this report will help inform the Bow River LRT bridge plan, which will be brought forward to Calgarians and presented to Council's Green Line Committee in April 2021.

Project overview

In June 2020, City Council approved the updated plan for Green Line LRT, which included an initial concept for the Bow River LRT bridge. We committed to continue planning and engaging with residents for the Bow River LRT bridge and to report back to the Green Line Committee with the **Bow River LRT bridge plan** in spring 2021, this includes:

- Vision for the Bow River LRT bridge
- Refined bridge alignment and shape of curve over Prince's Island Park
- Preferred bridge architectural form, including main span over the Bow River
- Layout of the bridge's multi-use pathway for pedestrians and cyclists

Previous Engagement

From October to December 2020, The City conducted engagement on planning for the Green Line projects, including several project-specific workshops, general information sessions and online feedback.

During this phase of engagement, we learned that even with the restrictions of COVID-19, Calgarians still want opportunities to provide input and stay informed as The City moves through the functional planning process.

We also heard about the importance of providing good connections at both ends of the bridge, the need for a design suitable for people who walk and wheel (in addition to LRT), and the importance of minimizing impacts to Prince's Island Park and the Eau Claire Promenade. Calgarians who participated in engagement expressed that the bridge needs to be carefully integrated into the surrounding communities in particular Chinatown, Eau Claire and Crescent Heights.

Finally, we heard a variety of visions expressed for the new Bow River LRT bridge, from distinctive to low-key, including:

1. A desire for a bridge that incorporates convenient access points
2. An interest in multimodal bridge that is safe and comfortable for people walking and wheeling
3. Functional features including viewpoints and resting areas
4. A desire for environmentally sensitive design that does not encroach on Prince's Island Park

Building on what we learned in fall 2020, we engaged with Calgarians to hear their perspectives on what will make the Bow River LRT bridge successful once built, which bridge form is preferred and why, and ideas for ensuring the bridge multi-use pathway provides a safe and enjoyable experience for all users.

Engagement overview

During this engagement phase, from February 16 to March 2, 2021, The City heard from key stakeholders and Calgarians about their ideas and preferences for the Bow River LRT bridge. Using The City's Engage Framework, engagement was conducted at a *Listen and Learn* level, allowing The City to provide information about the planning and design process while inviting members of the public to share their views, plans, concerns, ideas, and expectations.

Engagement objectives

Our objectives in engaging Calgarians about the Bow River LRT bridge were to:

- Continue to promote awareness and understanding of Green Line LRT segment 2 functional planning and the planning and delivery process
- Build on previous engagement for the Bow River LRT bridge from fall 2020 and learn more about Calgarians' preferences for the bridge's form and function
- Understand the interests of key stakeholders and mitigate concerns, where possible
- Ensure that stakeholders understand how their feedback may be considered into the planning and design of the Bow River LRT bridge

Engagement approach

In fall 2020, engagement opportunities were focussed on four geographic zones to communicate and engage with Calgarians in a relevant, community-based approach and invited them to share their direct personal experience. This approach also allowed respondents to see comments from fellow residents within each zone. This phase of engagement focussed on sharing updated information about the bridge and understanding the most important considerations for those who participated as we look to begin the design process.

In this phase, a project focus was adopted to better engage Calgarians and further inform functional planning, where we better understand the unique engineering requirements and establish the architectural vision for the bridge. Through functional planning, we will:

- Refine the bridge alignment, including the shape of the curve over Prince's Island Park and connections at both the north and south ends of the bridge
- Identify the preferred bridge architectural form, including the type of structure we will use to cross the Bow River
- Determine the layout and features for the bridge's multi-use pathway for pedestrians and cyclists

The outcome of functional planning will be used to develop specific requirements for final bridge design and construction. These requirements will be included in the 'design-build-finance' contract that will be awarded to a successful construction company to finalize the design and build the bridge.

Target audiences

Efforts were made to reach as many Calgarians as possible. The City's communications and engagement program included geotargeted social media, direct mail to specific areas, phone calls, virtual public information sessions, and curbex signs in high-traffic areas, as well as direct outreach to Community Associations, Business Improvement Areas and City Councillors. Large sounding boards were also placed in high traffic areas near the future landing points of the bridge in Eau Claire and Crescent Heights.

Primary audiences included:

- Those directly impacted by the Bow River LRT bridge, specifically communities and organizations in close proximity
- Community Associations and Business Improvement Areas near the location of the new bridge

Secondary audiences included:

- Those generally interested in the project and seeking to participate in an engagement session

Respect for diversity, inclusion and culture

The engagement program was designed to be respectful and inclusive to the diversity of people living, working and spending time in Calgary. The City took several steps to offer any member of the public the opportunity to participate in the engagement:

- All engagement was conducted online to respect public health guidelines due to COVID-19
- Recognizing different needs and preferences for communication, we offered different ways to engage online, for example close-captioned videos, survey, and text transcriptions of video content
- English and Chinese translated double-sided information sheets were distributed to Eau Claire and Chinatown for Bow River LRT bridge and Centre Street South Public Realm Improvements engagement opportunities
- The team made an effort to coordinate with Tomorrow's Chinatown and hosted a Green Line-specific session with the Tomorrow's Chinatown Advisory Group
- One open house offered language interpretation in both Mandarin and Cantonese
- Info sheets for Crescent Heights, Tuxedo and Renfrew that included information on the Bow River LRT bridge were also distributed
- The online Engage Portal served as a central hub to share written, audio, and video information and to ask questions via a survey
- Our online engagement events (one live event and two open houses) allowed Calgarians to learn and share at their own pace and we offered several support measures:
 - Option to dial into meetings or call 311 to provide input, for those without access to a computer or in need of language support
 - Question and answer sessions directly with project teams and subject matter experts

- Lunch hour and evening events to accommodate different schedules
- Events were recorded and posted online for those who couldn't attend at the scheduled times

Engagement events and participation

During this phase of engagement, we invited Calgarians to share their thoughts regarding the design and function of the bridge, so that we could identify key considerations and priorities in designing the new Bow River LRT bridge. To achieve this goal, we offered several tools for engagement, all housed on the online Engage Portal:

- A virtual open house with videos and background information
- An online survey
- Online engagement events offering presentations and drop-in options

We also held four meetings with the Green Line Bow River LRT Bridge Stakeholder Working Group (SWG) from January 20 to March 24, 2021. Information on SWG membership and a summary of the discussions is included in Appendix A.

The table below provides an overview of the engagement events and participation.

Table 1: Engagement events and participation

Event	Date	Location	Participation
Tomorrow's Chinatown Advisory Group session	February 22, 2021	Virtual: MS Teams	20 participants
Purpose: to share renderings of specific bridge forms, the approach to multi-use pathways and how the bridge will consider environmental impacts and multiple users. Session included a presentation, followed by a question-and-answer period.			
Public information session (online)	February 23, 2021	Virtual: MS Teams	65 participants
Purpose: to share renderings of specific bridge forms, the approach to multi-use pathways and how the bridge will consider environmental impacts and multiple users. Session included a presentation, followed by a question-and-answer period and an opportunity to provide feedback on engagement questions.			
Lunch-time drop-in (open house)	February 25, 2021	Virtual: MS Teams	12 participants
Purpose: a drop-in style online event that allowed Calgarians to choose specific 'online rooms' where they could speak directly to project team members and ask questions about different aspects of planning and design for the bridge.			
Evening drop-in (open house)	February 25, 2021	Virtual: MS Teams	12 participants
Purpose: a drop-in style online event that allowed Calgarians to choose specific 'online rooms' where they could speak directly to project team members and ask questions about different aspects of planning and design for the bridge. Mandarin and Cantonese interpretation was provided.			

Event	Date	Location	Participation
Online Engage Portal	February 23 – March 2, 2021	Online: website and survey questions	1,386 page visits 216 survey contributions
Purpose: to provide a central hub for the public to learn about Green Line LRT and the functional planning for the Bow River LRT bridge. The portal included information on bridge vision, architectural forms, viewpoints and the multi-use pathway with opportunities for Calgarians to share their input in various ways (e.g., declaring preferences, open-ended questions, viewing different alignment options) at their convenience.			
Stakeholder Working Group	January 20, 2021 February 16, 2021 March 3, 2021 March 24, 2021	Virtual: MS Teams	19 members
Purpose: Comprised of diverse perspectives from communities and organizations impacted by the location of the bridge and Green Line LRT operations, the Stakeholder Working Group received information on the concept development process, including the challenges to be addressed, what is possible to design or include in the concept, and the status of the project. Each meeting provided participants with opportunities to pose questions and to have discussions on any aspect of the bridge concept.			

Event promotion

The City of Calgary undertook a communications and promotion program to support public engagement. The purpose of this program was to reach Calgarians broadly and speak directly to communities impacted by the bridge construction for the future Green Line LRT. Below is a summary of the social media and complementary promotions tactics used for this phase of engagement.

Table 2: Event promotion

Social media
<ul style="list-style-type: none"> • A total of 7 social media posts were created and shared on The City’s Facebook, Twitter and Instagram accounts from February 16 to March 1. Social posts informed Calgarians of the Green Line LRT engagement opportunities, including online engagement sessions and the Engage Portal. <ul style="list-style-type: none"> ○ These posts used friendly, plain language and dedicated Bow River LRT bridge graphics to attract attention ○ Paid posts were used to target all of Calgary to ensure that all Calgarians would have input in the bridge design and the impacts to the downtown area and skyline ○ Altogether, social media posts generated nearly 546,510 impressions and 4,099 clicks. There were 1,386 visits to the Bow River LRT bridge section of the online Engage Portal
Other communications
<ul style="list-style-type: none"> • In addition to social media, information was shared with Calgarians in a variety of ways, including: <ul style="list-style-type: none"> ○ Two e-newsletters sent to 3,666 subscribers

- Public engagement sounding boards placed in Crescent Heights and Eau Claire
- Infosheets: approximately 6,850 flyers were mailed to residents in Eau Claire, Chinatown, Crescent Heights, Tuxedo and Renfrew
- Curbex signs were placed in high traffic locations around the area in Crescent Heights, Downtown and Chinatown
- Community Association toolkits with messaging and information to be shared with community members and on their own social media accounts and websites

What we asked and what we heard

What we asked

The City asked five questions related to the **form, design, and functionality** of the future Bow River LRT bridge:

- How will we know if the new Bow River LRT bridge is a success for the city and Calgarians once it is built and operating?
- Based on a comparison of the features of each bridge form, please tell us which one you think is best for Calgary and why?
- From your perspective and looking at the views of all three possible forms, which one do you feel best complements the surrounding area and why?
- Thinking about how you might use the multi-use pathways, please tell us your ideas for ensuring that the pathways provide a safe and enjoyable experience for all users.
- Provide comments on any other aspect of the bridge structure and form, how the bridge should fit into the city landscape or how you envision using the bridge.

What we heard

The project team reviewed all comments from the online Engage Portal from February 18 – March 2, 2021, as well as questions and comments from the two online engagement events. Several Calgarians provided feedback through direct emails, outlining their concerns, preferences and ideas. While this information is protected under privacy legislation, it was reviewed and included in the assessment. This input was collected and categorized into themes for each of the five questions. The results below represent members of the public who participated in this engagement and are not representative of all Calgarians.

We heard that a successful bridge is one that **creates multi-use pathways** that support active transportation and accessibility; **considers the environment** by reducing impact on river flows and that is complementary with the natural surroundings while maintaining Prince's Island Park for recreational use; and **supports mode shift and increased ridership** by encouraging more people to take transit, thereby helping to reduce traffic congestion.

Calgarians who participated in the engagement expressed preference for a **low-profile** bridge that spans the Bow River with a **quiet design**. The majority of respondents felt bridge forms that did not require a pier in the river were most acceptable, with a greater preference for the Bow River bridge span to include an arch below the deck. **situated below deck** that does not require a pier in the river. Maintaining views that **respect the skyline** and protecting the **natural environment** were also identified as important to participants.

When it comes to views, the majority of respondents preferred a contextually appropriate design that **complements the existing built environment, highlights the natural environment, and maintains unobstructed views** of the downtown skyline and river valley.

Safety was important to many respondents, especially related to the multi-use pathways, expressing a desire for **physical separation between those who walk and wheel, protection from the trains, well-lit areas with non-slip surfaces, and pathways that are wide** enough to incorporate elements for experiencing the bridge (viewing areas, plants and benches).

Respondents also shared a variety of general comments related to **transit and active transportation connections, accessibility and specific design elements and architecture**, with support for a new focal point to frame views, interest in an elegant, curving form, and support for an arch or gateway element. With these comments, **respondents mentioned specific locations**, such as streets, intersections, neighbourhoods and landmarks, indicating a high degree of familiarity and interest in the bridge design and planning process.

Respondents also shared a variety of comments in response to an open-ended question in the survey. Top responses related to **transit and active transportation connections** (e.g., where the bridge will intersect with Centre Street North., improving cycling connections to Crescent Heights), **accessibility** (e.g., usable for all transport modes and for all levels and abilities), and **specific design elements and architecture** (e.g., excitement for a new focal point to frame views, interest in an elegant, curving form, and support for an arch or gateway element). Throughout this section, **respondents mentioned specific locations**, such as streets, intersections, neighbourhoods and landmarks, indicating a high degree of familiarity and interest in the bridge design and planning process. A few respondents expressed that **they do not support the bridge and would prefer that the LRT run in a tunnel**.

Stakeholder Working Group (SWG)

In addition to the public input received, the SWG provided an important opportunity to engage diverse perspectives from key groups and community leaders on the bridge concept and to ensure they had accurate information. This included input on the challenges, what is possible to design or include in the concept, and the status of the project. Each meeting provided participants with opportunities to pose questions and to have discussions on any aspect of the bridge concept.

Feedback received from the SWG was considered as advice to the bridge concept development process. SWG input received at each session was reviewed by the bridge project team and considered in refining the

bridge concept. Areas for additional discussion and consideration in the next stage of bridge design are also highlighted.

Key areas of commonality included:

- Preference for either a below or above deck structure, and not the viaduct with a pier in the Bow River
- Design for the multi-use pathway including separating different modes on the pathway to avoid conflicts
- Short and long-term protection of natural areas along the Bow River, including Prince's Island Park and maintaining the character of the park for recreation and public enjoyment
- Ensuring strong points of access and connection at both the south and north ends of the bridge
- Design of a low-profile bridge form to protect views along with valley corridor and from nearby buildings
- Support for additional noise and vibration baseline work, and consideration of noise mitigation depending on the outcome of monitoring.

Areas for additional consideration include:

- Ongoing information on noise and vibration monitoring
- Consideration of how to use natural processes rather than, or in addition to, structural features (e.g., riprap) to rehabilitate areas along the river that will be impacted by construction
- Receiving more information on bridge construction and how potential impacts will be managed particularly in the Eau Claire area
- Ongoing interest in more detailed bridge design, including features on the bridge and the details of connections at both north and south ends
- Ongoing interest in how the bridge design will affect Prince's Island park

Key Themes

Based on the five engagement questions, input received from the public has been organized into five themes:

- Measuring success (bridge vision)
- Bridge form preferences
- Bridge views preferences
- Multi-use pathways preferences
- Other comments or questions

Table 3: Five main themes from public input

Question	Themes	Sub-themes
Measuring success	Multi-use/active transportation/accessibility	Maintain multi-use pathways Make space for different travel modes
	Environmental impact	Reduce impact on river flow, fit with natural surroundings (e.g. wetland, parkland) Maintain Prince's Island Park and Eau Claire Promenade for enjoyment and recreational uses
	Ridership	Shifting travel modes, more people taking transit instead of driving Address vehicular traffic congestion
Bridge form preference	Preference for below deck structure (True Arch)	A below-deck structure that spanned the river (True Arch) was preferred based on being lower - profile, less view impact and no pier in the river True Arch was considered a positive architectural addition, and aesthetically pleasing
	View priorities	Maintaining views of the natural environment (e.g., unobstructed river view) is important Maintaining views in relation to the built environment (e.g., skyline, views from above and below the bridge)
	Impact on water flow	Environmental considerations (e.g., uninterrupted river flow is preferred (i.e., True Arch vs Viaduct with pier), minimizing impacts from piers, respecting wildlife habitat) Aesthetic considerations (e.g. sleeker design, less intrusive)
Bridge view preferences	Bridge form preference (based on views)	Respondents preferred the below deck structure (True Arch form) mainly due to perceived less impact on views, particularly to nearby residents.
	Contextually appropriate design	Complement existing built environment (e.g., architecture, urban design, subtle) Doesn't detract from the natural environment
	Views	Respect the skyline, maintain unobstructed views of downtown skyline and valley People taking photos and enjoying the skyline; cut-outs for viewing
	Design – general comments	Inspired by both natural and built environment; generally, more aesthetically pleasing

Question	Themes	Sub-themes
		Opportunity to add a beautiful and iconic element; impressive from both above and below
Multi-use pathway preferences	Physical separation between transportation modes	Physically separated, dedicated and well-marked lanes for people walking and wheeling to avoid conflict; desire for separation between active modes and transit lanes
	Safety	Well lit, safe during the day and at night, security cameras No slip surface, free clear width, gentle slopes
	Wider pathways	Generous width for pathways (e.g. 4 metres) to accommodate many active modes Incorporate elements for pleasant experience for active modes, e.g. plants, viewing bays, benches
Other comments or questions	Comments on specific location (e.g., street, intersection, landmark)	Comments on existing connections and locations where better connections are needed for people walking, wheeling and taking transit
	Multi-use and accessibility	Positive comments from people who walk and wheel, enhancing active transportation networks
	Design – specific suggestions	Create a focal point, contribute to placemaking, comments on specific design elements, bridge forms and architecture

For a verbatim listing of all the input that was provided, please see Appendix B.

Detailed survey responses

In addition to the main themes described above, we reviewed detailed survey responses for each of the five questions to better understand the ideas, questions and priorities of respondents.

Question 1: Measuring success

Please tell us, from your perspective, how will we know if the new Bow River LRT bridge is a success for the city and Calgarians once it is built and operating?

When it came to measuring success of the Bow River LRT bridge, respondents cited **multi-use and accessibility** as the top indicator. Respondents expressed that it is important for the bridge to **accommodate multiple modes of travel**, including pedestrians and cyclists, and for these paths to be **accessible to users of all ages and abilities**. Another measure of success is **low environmental impact**

both throughout the construction and once the bridge is built and operating. Respondents referenced **maintaining Prince’s Island Park** and expressed concern about the bridge fitting in with the natural surroundings which are highly valued. **Transit ridership** was also a top measure of success for Calgarians since the bridge is primarily an LRT bridge.

In addition to these top themes, respondents shared **comments and questions about the bridge’s functionality**, such as resilience to flooding, ensuring zero deaths or injuries, and withstanding weather conditions, for example:

It’s a success if it’s not over-engineered, not over-budget (overall Green line budget not over 4.9B) and is used by high ridership over the bridge (more than 20K combined). It would also be a success if it had multiple use and not just LRT. It would be a success if it was operational even with river flooding and won’t need to be shut down. It would also be a success if it provides proper separation between different traffic types and ensures zero deaths or injuries over its lifespan.

Top themes and a sample quote illustrating each preference are included below:

Top themes and number of comments	Sample Quotes
Multi-use and accessibility (38 comments)	<i>“The Bridge will be a success if it creates a new top of bank to downtown link that is fully accessible for people of all ages and abilities, while minimizing impact on Prince’s Island Park and the Bow River ecosystem. The bridge shall also have to be multi-modal, and incorporate best practices for bike lanes, pedestrian corridors, and furniture areas.”</i>
Environmental impact (29 comments)	<i>“If it doesn’t take away from Prince’s Island Park as a destination for walks, recreation activities, events and just enjoying some outdoor time along with being environmentally sensitive throughout construction and as a final product.”</i>
Transit ridership (25 comments)	<i>“Since it is primarily an LRT bridge, ridership will be the primary measure of success. But high usage of the multi-use section will be a better measure of adoption and acceptance of the bridge.”</i>

Question 2: Bridge form preference

Based on a comparison of the features of each bridge form, please tell us which one you think is best for Calgary and why?

Viaduct – Pier in water

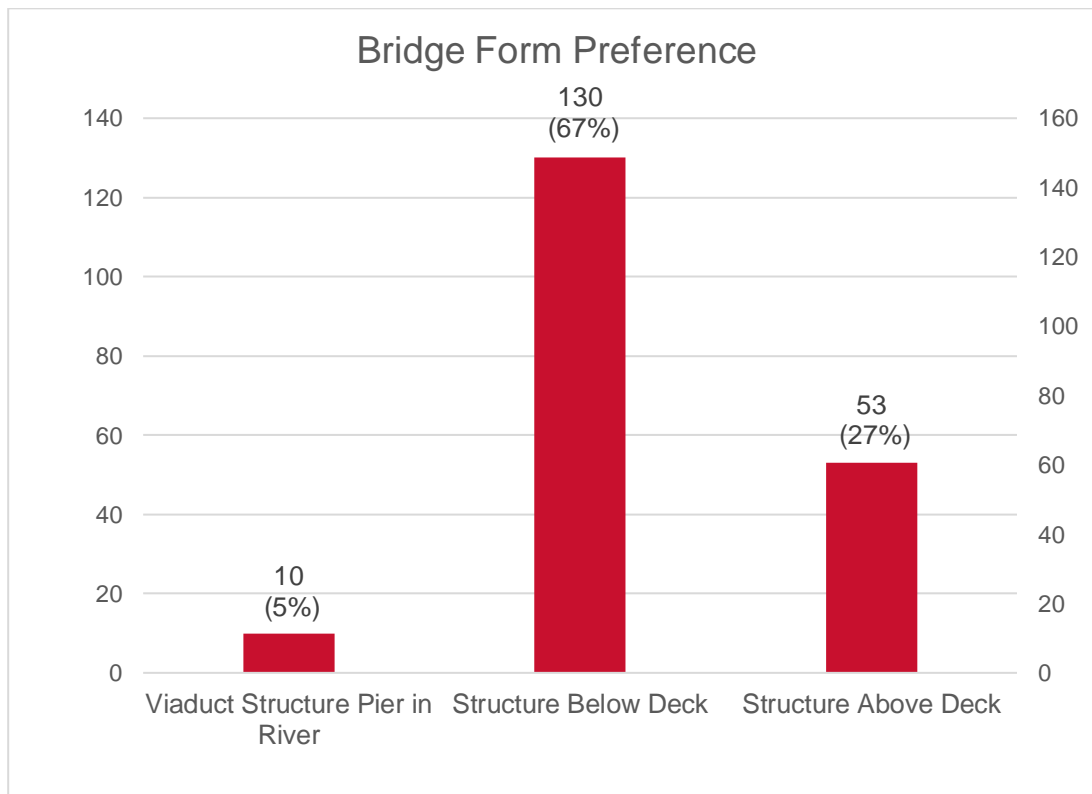


River span with structure below deck (True Arch)



River span with structure above deck (Tied Arch)





The bridge form preference was overwhelmingly for the ‘Structure below deck’ option, known as True Arch (130 out of 193 selected this as their preference). Overall, the top three themes relating to bridge form preference were:

- Design – general comments
 - Low-profile view
 - Positive architectural addition
 - Aesthetically pleasing
- Views
 - Nice views
 - Highlights the natural beauty of the Bow River
 - Views of the skyline
- Water flow
 - General environmental impact
 - Impacts of pillars in water
 - Concerns about bridge changing water flow

Top themes and a sample quote illustrating each preference are included below:

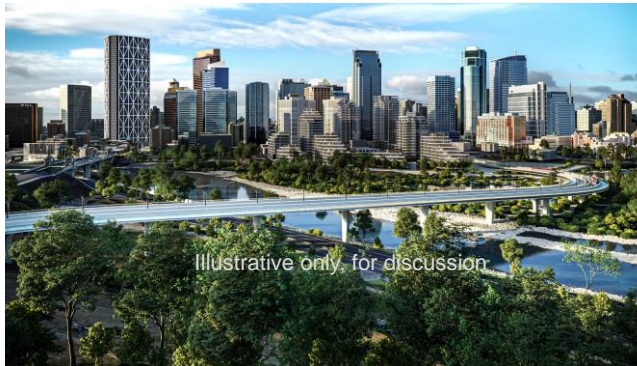


Preference	Top themes and number of comments	Quotes
Structure below deck (True Arch) (130 comments)	Design – general comments: low-profile view, positive architectural addition, aesthetically pleasing (36 comments)	<i>“I prefer the Bridge River span below deck - it is a cleaner design, and importantly it avoids a pier in mid channel on the Bow (which is less disruptive to aquatic life and safer for river users).”</i>
	Views – maintaining views, highlighting the skyline, unobstructed river view, views from above and below the bridge (30 comments)	<i>“I prefer the Bridge River Span Below Deck as it doesn't interrupt the river flow, is cleaner looking and doesn't obstruct views from the train.”</i>
	Impact on water flow: environmental and aesthetic considerations (24 comments)	<i>“Bridge river span below deck. This does not interfere with the Bow River yet is sleeker than the bridge with the above deck span. It is more environmentally acceptable than the pillar bridge which has a pillar in the river.”</i>
Structure above deck (Tied Arch) (53 comments)	Design – general comments (19 comments)	<i>“I feel this design is more interesting with the arches rather than a flat design. It is also a nice contrast to the other bridges across the river in that area i.e. 10 Street and Centre Street.”</i>
	Positive feedback – general comments (11 comments)	<i>“More instantly recognisable and potentially iconic.”</i>
	Iconic design: landmark, gateway, sense of place, destination, statement piece (8 comments)	<i>“Having architecturally attractive design will help define how modern Calgary is. Similar to how attractive the peace bridge is.”</i>
Viaduct – Pier in river (10 comments)	Integrate into context: complement existing built environment/architecture; subtle design (2 comments)	<i>“Because the design fits in with the natural environment around it. The structure does not compete with nature, it fits in with nature's flow.”</i>
	Views: maintaining views (2 comments)	<i>“This option is minimalistic and will detract the least from the view to and from Prince's Island.”</i>

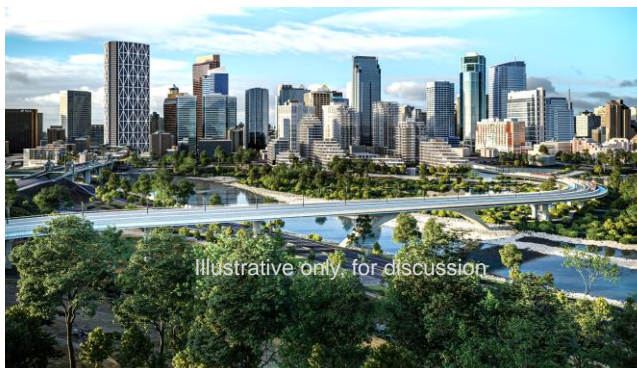
Question 3: Bridge view preference

Additional views are shown below. From your perspective and looking at the views of all three possible forms, which one do you feel best complements the surrounding area? Tell us why?

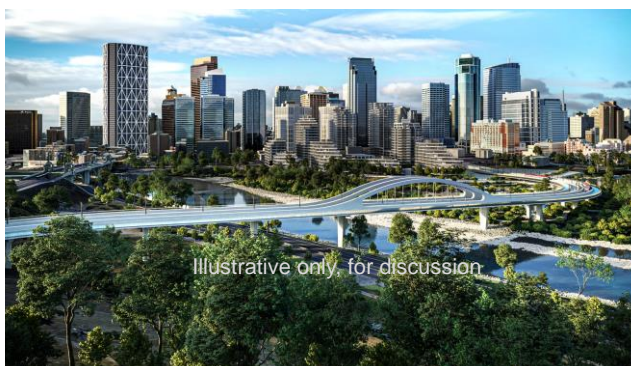
Viaduct – Pier in water

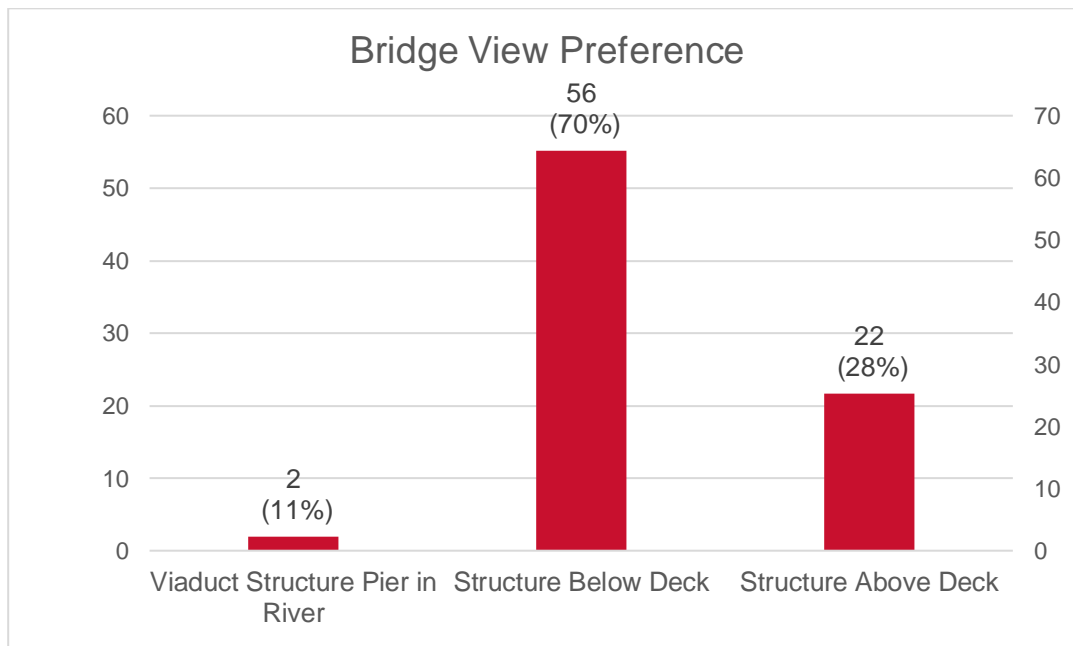


River span with structure below deck (True Arch)



River span with structure above deck (Tied Arch)





When it came to bridge view preference, the majority of respondents preferred the ‘River span with structure below deck’ option, known as True Arch (56 out of 80 selected this as their preference). Overall, the top three themes relating to bridge view preference were:

- Contextually appropriate design
 - Complement existing built environment
 - Respect existing architecture
 - Subtle design
- Views
 - Respect the skyline
 - Maintain unobstructed views of downtown skyline and valley
 - Doesn’t detract from natural environment
- Design – general comments
 - Inspired by natural and built environment
 - Opportunity to add a beautiful and iconic element
 - More aesthetically pleasing

Top themes and a sample quote for each preference are included below:

Preference	Top themes	Quotes
Structure below deck (True Arch) (56 comments)	Contextual: integrate into build and natural environment (21 comments)	<i>“Again, it highlights the Bow’s natural beauty and doesn’t take away from the surrounding features of downtown.”</i>

Preference	Top themes	Quotes
	Views: maintain views of skyline and river (20 comments)	<i>"Bridge River Span Below Deck is a lot cleaner looking, won't obstruct views from the train and doesn't interrupt river flow."</i>
	Impacts on water flow (5 comments)	<i>"It avoids a pier in the bow river, and the span below the deck feels less intrusive to the surrounding environment."</i>
Structure above deck (Tied Arch) (22 comments)	Design – general comments: desire for an attractive bridge that fits into its environment (6 comments)	<i>"This bridge marks the gateway to downtown and as such must stand up architecturally to the surrounding architecture - centre st bridge, peace bridge, city sky line."</i>
	Iconic design: architectural interest, focal point, distinct character (5 comments)	<i>"The River Span Above Deck design is absolutely the best choice in terms of complimenting the surrounding area. It goes exceptionally well with Calgary's skyline, yet doesn't take away from it as it is still relatively low-profile. The other two options essentially look the same from somewhere like Crescent Heights. The city needs to put value in character bridges. Although an initially high price tag, I'd say the Peace Bridge has been successful in putting Calgary on the unique architecture map."</i>
	General positive feedback (3 comments)	<i>"It just looks better. I would hope it may be more cost effective from a structural perspective. The Peace Bridge is a beautiful feature, for the money you will spend on this one you might as well make it the "new feature" down here. It will become the defacto "entrance to Downtown" and should say as much in its design. I would hope we can get a Canadian Architect for it this time please?"</i>
Viaduct - Pier in river (2 comments)	Complimentary (1 comment)	<i>"Complements with our skyscrapers. Having clean lines also makes it easier to adopt for consistency of design for future or other above-ground LRT tracks."</i>
	Consistent look (1 comment)	<i>"It matches other bridges in the area to give a consistent look."</i>

Question 4: Multi-use pathways preferences

Thinking about how you might use the multi-use pathways, please tell us your ideas for ensuring that the pathways provide a safe and enjoyable experience for all users.

The majority of respondents indicated that **physical separation** on multi-use pathways is important to maintain distance between pedestrians and cyclists as a way to reduce the likelihood of collisions. Safety is a top concern as many respondents stated the need for **good lighting and non-slip surfaces** to ensure that all users can enjoy the pathways safely at all times of day. **Wide pathways** are another key consideration to ensure that there is enough space for all modes of travel as well as reducing the likelihood of collisions. Respondents suggested **four-metre-wide paths** as the minimum for the multi-use pathways.

Top themes and a sample quote illustrating each preference are included below:

Top themes and number of comments	Quotes
Physical separation – general (75 comments)	<i>“Please ensure that there is a curb between where wheeled users and pedestrians move, with the wheeled users on the lower surface. A curb is a conventional indicator for different modes of travel to know where they belong. As well, wheeled use should be away from the guard rail so that people can stop and enjoy the view without getting in the way of faster moving traffic.”</i>
Safety (33 comments)	<i>“Safety is the primary concern and suggest there should be a lane and good lighting for users on these area while enjoying the view and having fun!”</i>
Wide paths (28 comments)	<i>“Love that MUPs are being considered. The wider the better! The future has much more foot and cycle traffic then what we currently provide. Including tricycles, cargo bikes, in renderings shows that you understand where we are headed.”</i>

Question 5: Other comments or questions

Please use the space below to provide comments on any other aspect of the bridge structure and form, how the bridge should fit into the city landscape or how you envision using the bridge.

When it comes to how Calgarians envision using the bridge or how it should fit into the landscape, participants commented on specific areas and how it impacts their use or ideas about the bridge. This includes any **mention of specific neighbourhoods or landmarks**. Respondents express that they envision using the multi-use pathways to **bike, walk and enjoy the views**. Many respondents shared that the **multi-use pathways are a major positive** for the bridge. Many respondents also shared design specific suggestions when envisioning the bridge such as having a **low-profile view and being aesthetically pleasing**.

While less frequent, the theme of **naming and acknowledging local history** was mentioned. This includes **prominently acknowledging the Indigenous history** and importance of the Bow River. Suggestions included consulting with elders to find an appropriate way to honour this history. Another consideration from one respondent is to **name the bridge after a notable, easily relatable Calgarian**, or someone who has contributed to the culture, energy, history and/or legacy of the city:

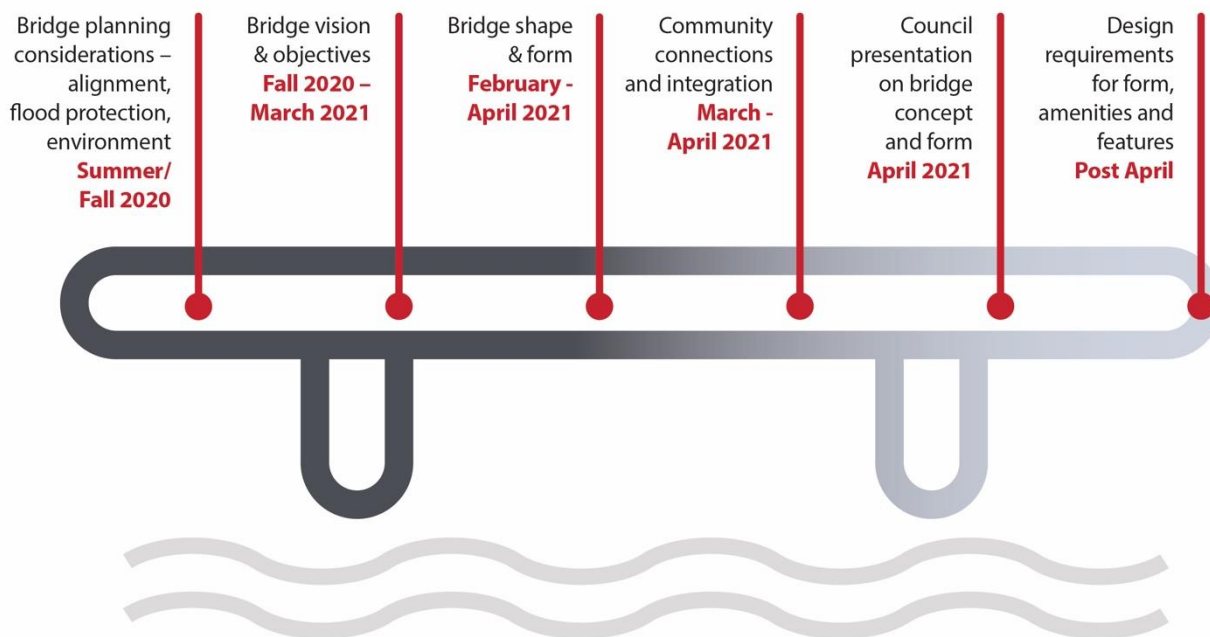
“Prominently acknowledge the indigenous history and importance of the Bow River to the Blackfoot and other First Nations. This could be accomplished in part by an appropriate name for the crossing. Work with elders to find an appropriate way to honour the First Nations as an integral part of this project.”

Top themes and a sample quote illustrating each preference are included below:

Top themes and number of comments	Quotes
Mention of specific location, e.g. address, intersection, landmark (40 comments)	<i>“Will provide amazing views of downtown, the river and parklands. Avoid building connections off the bridge to Princes Island or Memorial as those users are already served by the multi use footbridge over to Princes Island Just East of 3rd St NW in Sunnyside. One additional concern is to ensure that it is easy and safe to navigate getting onto the multi-use pathway from the North side, where i expect some type of pedestrian level crossing where the train has to cross onto Centre Street. I do believe though that this bridge and the multiuse pathway on it will allow people from the North Hill communities a safer and more enjoyable way to cycle or walk downtown than the current walk down the East side of Centre Street and either having to walk bikes down the bridge sidewalk, or ride in the very aggressive traffic across the bridge deck.”</i>
Multi-use and accessibility (36 comments)	<i>“The multi-use pathway will be a wonderful improvement to the experience of climbing the escarpment to Crescent Heights as a cyclist. It will be much more accessible for new users and people of various fitness levels and abilities”</i>
Design – specific suggestions (29 comments)	<i>“I imagine the bridge will be an exciting and engaging structure that will be a pleasure to use by any mode (transit, walking, wheeling); it is a foreground focal point and frame of distant views; it is an elegant curving plane that lets you glide through the tree tops and vault across the valley; it is an arch or gateway element to pass beneath and wonder at; a compelling, athletic, graceful and muscular structure that expresses its function and the forces at play in fulfilling that function.”</i>

Next steps

The input gathered during this phase of engagement will help inform the Bow River LRT bridge plan, which will be shared with Calgarians and presented to Council’s Green Line Committee in April 2021. Following that, engagement will be conducted on additional amenities and features for the new bridge.



List of appendices

[Appendices here.](#)

Appendix A: Stakeholder Working Group (SWG): Discussion summary

Appendix B: Engage Portal: Verbatim comments

Appendix C: Questions and comments from the February 23 public information session

Appendix D: Demographics

Appendix A: Green Line Bow River LRT Bridge Stakeholder Working Group

The following report outlines the purpose of the Stakeholder Working Group (SWG) and the results from four SWG meetings that occurred from January to April 2021.

About the Stakeholder Working Group

The Stakeholder Working Group (SWG) was established in December 2020, with a mandate to provide advice to the Green Line project team on the development of the bridge concept. The SWG is part of the broader engagement and communication program for the new LRT bridge. This program was intended to provide the public with information on the status of bridge concept development following City Council's June 2020 approval of the bridge, and to obtain input to the bridge vision, form, multi-use pathway (MUP) and the integration of the bridge into the urban context.

Individuals who had agreed to participate on the SWG were contacted in December 2020 and forwarded the Terms of Reference and a proposed first meeting timeline for January 2021. The following report outlines the role of the SWG, the engagement process and key themes from the first three meetings. Input from SWG members was also received through the online survey, and this input is consolidated with input received from the broader public during the first quarter of 2021.

Along with the Terms of Reference included in the initial correspondence, participants were also introduced to key contacts for the process. Evan Fer, Acting Manager, Bridges and Structures will be managing the bridge concept development process, and Dylan Jones, engagement planner for the project, will be responsible for managing working groups including moderating SWG meetings.

Establishing the SWG

SWG membership was determined based on identifying the diverse range of interests that had expressed interest in the bridge concept and those communities and organizations that could potentially be affected by the location of the bridge and the Green Line operation. In establishing the membership, the intent was to ensure a diverse range of perspectives were represented in the process.

Interests represented on the SWG included business, environment, park use and recreation, alternative modes (e.g., cycling), LRT on the Green, and adjacent residents (e.g., Waterfront condos). Community Association representatives from Crescent Heights, Eau Claire and Chinatown, as well as BIA representatives from Crescent Heights, Chinatown and Downtown were also represented. The City reached out to organizations representing these interests and asked them to provide a participant and an alternate to participate on the SWG. The names submitted to the City were then contacted by email in December 2020, and the first meeting was scheduled for January 20, 2021.

Role of the SWG

To help guide the work of the stakeholder group, a draft term of reference (TOR) was provided for participant review and discussion at the first SWG meeting in January.

The TOR for the SWG included the following:

- While the SWG membership came from a number of well-known organizations and community groups, membership was based on ensuring that a diversity of perspectives was represented
- Membership is not intended to represent all groups and organizations that may have an interest in the Green Line
- The SWG has an advisory role, assisting the project team (consisted of City staff and consultants) by providing advice on bridge concepts, features/amenities and how the bridge interfaces with connecting points on the north and south shores of the Bow River
- The SWG was established for the period of Functional Design for the bridge concept, up to April 2021. However, the SWG could continue after April if all parties agree that additional engagement would be beneficial to the project
- An outline of the role and responsibilities, including participation guidelines, for both the SWG and City Green Line project team

Engagement Topics

The SWG was asked to provide views and perspectives on the bridge vision and concept, bridge features and amenities, and on potential issues that impact the bridge concept. The City presented the following topics for SWG input, although a wide range of related topics were also discussed:

- What are the top priorities or interests that need to be addressed in the development of the bridge concept from a community perspective?
- What outcomes need to be achieved (i.e., the bridge vision) with the new LRT bridge to ensure it is a success for Calgarians and the City?
- What are the advantages and disadvantages of different bridge forms being considered?
- Which bridge form best complements the view perspectives along the river corridor?
- What needs to be considered to ensure a safe and enjoyable experience for multi-use pathway users?
- Should different modes (e.g., pedestrians, wheels) be separated on the MUP and, if so, how?
- Provide comments and advice on the biophysical assessment and the development of environmental management and mitigation measures?
- Provide comment and advice on noise and vibration baseline studies, and what needs to be considered to mitigate noise and vibration impacts to nearby communities?

SWG Meeting Schedule and Format

The SWG met four times between January and April 2021. The meeting schedule was outlined at the first SWG meeting in January 2020, and meeting dates adjusted based on progress and available information from the Green Line bridge concept development team.

The four meetings occurred as follows:

Meeting Date	Focus
January 20, 2021	Establishing the SWG terms of reference, introduction to bridge concept development and identifying priority interests
February 16, 2021	Presentation and input to the bridge vision, options for the bridge form, and the multi-use pathway
March 3, 2021	Review and discussion of the biophysical conditions' assessment, environmental management and noise and vibration baseline studies.
March 24, 2021	Presentation and review of the bridge form to be recommended to Green Line Committee, and the integration with the promenade, including connections to and from the bridge as it crosses the promenade into Eau Claire community.

The schedule for addressing key topics of interest identified at the first SWG meeting were presented at the second SWG meeting, including topics that would be addressed outside of the SWG process (e.g., Business Support Program). A draft agenda was sent to participants seven to ten days in advance of each meeting. All meetings used an online format and took place from 11:00 a.m. to 1:00 p.m.

A City representative convened and moderated each meeting and Green Line bridge project team members provided information and responded to questions. Generally, the format included the following:

- Initial round table introductions and agenda/meeting purpose
- Review of the previous session meeting notes to ensure accuracy and agreement about what was discussed by all participants
- PowerPoint presentations followed by input on engagement topics and clarification of issues
- Opportunities for open discussion on any aspect of the bridge concept development process

Following each meeting, comprehensive notes were sent to all participants. The draft notes were reviewed at the subsequent SWG session to ensure accuracy before being finalized.

SWG input themes

The following points highlight key themes from each individual session.

SWG Meeting #1		January 20, 2021	
Focus:	SWG role, introduction to the bridge concept development process and priority interests		
Key Themes:			
1. SWG Terms of Reference	<ul style="list-style-type: none"> The Terms of Reference was generally accepted by the participants with no changes 		
2. Bridge concept development process	<ul style="list-style-type: none"> Importance of ensuring the contractor responsible for final design and construction delivers the concept that will be recommended Support for the multi-use pathway (MUP) and interest in how access will work on the north and south ends, and also if there could be access from the bridge onto Prince's Island Interest in understanding the location options for the MUP 		
3. Key priorities and interests	<ul style="list-style-type: none"> View and noise impacts, construction impacts, connectivity and environmental impacts, and ensuring the bridge concept complements the nearby bridges and surrounding area 		

SWG Meeting #2		February 16, 2021	
Focus	Bridge Form and Multi-use Pathway		
Key Themes:			
1. Bridge vision	<p>A variety of success factors for the bridge were highlighted including:</p> <ul style="list-style-type: none"> How well the bridge will be used by non-LRT modes The bridge being a source of pride and attraction for Calgarians How well the bridge is integrated with adjacent communities, including minimizing impacts (noise and views) Successful connections on both the north and south sides How well the new bridge complements other bridges How well the bridge fits with Prince's Island 		
2. Bridge form	<ul style="list-style-type: none"> Viaduct form with a pier in the Bow River is less attractive compared to the above and below deck forms Below and above deck forms better accommodate recreation, complement other bridges and are more interesting Below deck form and viaduct form both have less potential for view impacts to nearby residents Slightly more preference for the below deck form 		
3. Multi-use pathway	<ul style="list-style-type: none"> Support for a 4-metre wide MUP Interest in separating pedestrians and wheels to minimize conflicts 		

SWG Meeting #2	February 16, 2021
Focus	Bridge Form and Multi-use Pathway
Key Themes:	<ul style="list-style-type: none"> • Interest in separating pedestrians and wheeled modes, particularly cyclists to minimize conflicts. Suggested approaches included designating each side of the pathway (on either side of the LRT track) to either pedestrians or wheels or using surface treatments to designate where cyclists and pedestrians are allowed. • Some concern was expressed that restricting modes to one side or the other may be difficult to enforce, while other participants noted that trying to separate modes by surface treatments or signage has not been overly effective. • Interest in understanding why the MUP won't work if placed below the LRT guideway

SWG Meeting #3	March 03, 2021
Focus	Environment – Biophysical Conditions, Regulatory and Noise and Vibration
Key Themes:	
1. Biophysical condition	<ul style="list-style-type: none"> • Support for environmental management and developing plans to protect and enhance the environment during and post construction • Minimizing impact to Prince's Island and habitats along the Bow River • Interest in more natural approaches to remediating impacted areas rather than using traditional rip rap and structural methods • Concern for how the construction contractor will abide by environmental management requirements
2. Regulations and permits	<ul style="list-style-type: none"> • Ensuring that regulations and permits are enforced during construction
3. Key priorities and interests	<ul style="list-style-type: none"> • View and noise impacts, construction impacts, connectivity and environmental impacts, and ensuring the bridge concept complements the nearby bridges and surrounding area

SWG Meeting #4	March 24, 2021
Focus	Green Line Committee Bridge form and multi-use pathway recommendation and Promenade Integration
Key Themes:	To be confirmed following the March 24 meeting

How was input from the SWG used in the concept development process?

In addition to the input received, the SWG provided an important opportunity for the Green Line team to ensure participants received accurate information on the concept development process, including the challenges to be addressed, what is possible to design or include in the concept, and the status of the project. Each meeting provided participants with opportunities to pose questions and to have discussions on any aspect of the bridge concept.

Input received from the SWG was considered as advice to the bridge concept development process. SWG input received at each session was reviewed by the bridge project team and considered in refining the bridge concept. Areas for additional discussion and consideration in the next stage of bridge design are also highlighted.

Key areas of commonality included:

- Preference for either a below or above deck structure, and not the viaduct with a pier in the Bow River
- Design for the multi-use pathway including separating different modes on the pathway to avoid conflicts
- Short and long-term protection of natural areas along the Bow River, including Prince's Island Park and maintaining the character of the park for recreation and public enjoyment
- Ensuring strong points of access and connection at both the south and north ends of the bridge
- Design of a low-profile bridge form to protect views along with valley corridor and from nearby buildings.
- Support for additional noise and vibration baseline work, and consideration of noise mitigation depending on the outcome of monitoring.

Areas for additional consideration include:

- Ongoing information on noise and vibration monitoring
- Consideration of how to use natural processes rather than, or in addition to, structural features (e.g., riprap) to rehabilitate areas along the river that will be impacted by construction
- Receiving more information on bridge construction and how potential impacts will be managed particularly in the Eau Claire area
- Ongoing interest in more detailed bridge design, including features on the bridge and the details of connections at both north and south ends
- Ongoing interest in how the bridge design will affect Prince's Island park

Appendix B: Online Engagement Portal Verbatim comments

Verbatim comments include all written input received through all engagement activities. Emailed comments were referenced in theme summaries, however, cannot be shared verbatim due to FOIP restrictions. All email contributors were also encouraged to fill out the online engagement portal.

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (personal information removed).

Question: Please tell us, from your perspective, how will we know if the new Bow River LRT bridge is a success for the city and Calgarians once it is built and operating?

Comments

Green Line is not needed at the moment. It is money that should be saved for something else. Downtown is dead. Ridership is down.

Build a good bridge that is going to last for future generations.

I think if we see people using the bridge for recreational purposes because it is a nice looking bridge with nice views, that would be a good measure of success. Seeing people taking photos from the bridge, but also taking photos of the bridge.

I would say that the bow river LRT bridge is a success if the impact on the people who use the area's surrounding it, such as the river itself and prince's island park barely notice the impact. I think it's important to have river use be unaffected. If floaters and boaters have to avoid a central piece this will place additional costs on the city in terms of rescue services.

Absolutely unnecessary random project that will destroy the peaceful atmosphere of Prince's Island Park! We, the residents of Eau Claire are opposing this non sense project!

It will not be visible overhead from our peaceful Prince's Island nor from the riverside pathways where we seek to be restored as we walk and run by the natural beauty of the Bow River Valley. And it will not be heard roaring and clunking above us.

From my perspective, if you do not adversely affect my quality of life I would consider any infrastructure investment successful. I live at Waterfront in Tower B overlooking 2nd Avenue. I do not want to see increased crime and loitering at the station near my home. I do not want inconveniences to my entrance and egress from the underground parking. I do not want additional expenses to be incurred by my condominium association as a result of your project.

It will be a success if it does not impact river flow. Preferable the bridge is redesigned into a tunnel that begins at 16th avenue North.

If it becomes a landmark like Peace Bridge or Brooklyn or Golden gate. Also if it is multi use, accessible for pedestrians and cyclists

By the number of people using this benefit (using LRT, biking using the new path, pedestrians using new bridge). Also by no impacting the O'Claire park



Comments

I strongly disagree that this bridge and/or the greenling is necessary. Crescent heights, Eau Claire and Chinatown are already connected by the center street bridge so that does not even make sense to need for that reason. Also the fundamental way people work and move around cities has been altered by COVID-19, the not rethink the entire project at this stage would be irresponsible.

That there is room for bikes, joggers, walkers and a spot to rest to enjoy the view

Asking how it will be a success is a biased, leading question because it assumes it will be a success. If the City actually wanted meaningful feedback, it would be transparent about the financial and other costs of this Bridge to Nowhere and then avoid asking such leading questions to get informed views of citizens. The fact that the City has to stoop to this approach to pretending it is engaging meaningfully with citizens makes me very concerned about what is not being disclosed to citizens.

Going less than 16 blocks north of the river is a complete fail. For the planned \$6.5B spend for half a trainline (the \$4.9B amount repeatedly used by the City, plus financing costs of over \$600M and planned operating losses of \$1B), this project will not serve enough citizens to approach any level of success

If the citizens appreciate and use it and give positive feedback

going through your design requirements collected so far, I understand you're looking for a slim bridge, with maximum clearance and a minimum of radiated bridge noise. You might be interested to study, how this (and more) can be achieved using the Corkelast Embedded Rail System ERS

minimal disturbance to the natural environment and views; It's still used by pedestrians and cyclists 20+years later. people find it difficult to identify the transition from underground to aboveground (make it blend into the natural environment). Wildlife still lives and uses the wetland and parkland areas. It becomes a pretty (ie artistic) complementary addition to the natural environment it will be passing over and through - an architectural piece to marvel at by tourists.

People use it beyond the 'new factor'. Pedestrians and/or cyclists use it more than the center street bridge. It fits in with the surrounding environment and be unobtrusive, minimized. It is incorporated into the surrounding environment and is accessible but doesn't take up a lot of real estate. Wildlife continues to use the areas impacted by the bridge and supports. It is aesthetically pleasing to the eye. If you're going to do it, do it right. Make it memorable and functional.

People aren't likely to consider any of it successful if the Greenline Project goes way over budget. If people end up using it, as much as you suspect they will, then you can assume it's a success.

When Greenline ridership allows a reduction in bus and passenger vehicles coming into the core from the Northern Communities. Plus it provides a way for cyclists and pedestrians to more safely and enjoyably access the city Centre from the North Hill versus the current one-side only



Comments

sidewalk down to the Centre Street Bridge from 7th Ave N, and having to navigate the narrow walkways or aggressive traffic.

That it serves as more than just a static, utilitarian link from one side of the river to the other but that it heightens and enhances a sense of place, built and natural, and of arrival and of movement across, beneath and around it at all times of the day and night and throughout the year.

When people are using the bridge, either in the LRT or on the pathway and when they feel safe to use it.

Since it is primarily an LRT bridge, ridership will be the primary measure of success. But, high usage of the multi-use section will be a better measure of adoption and acceptance of the bridge.

If Calgaryans are excited to be on and near the bridge for photos

- 1- Do the trains go over it without incidents?
- 2- Pedestrian/cyclist weekly usage counts.
- 3- Does it look good?

Fantastic presentation! As long as the bridge is used on a daily basis with electric bicycles, pedestrians and LRV's it will be a success!

It will be a success if it is a destination for people to visit, and a complement to the surrounding visit.

If a clear cost benefit analysis is provided to citizens, so citizens can have an informed perspective, before constructions starts.

It's a success if it's not over-engineered, not over-budget (overall Green line budget not over 4.9B) and is used by high ridership over the bridge (more than 20K combined). It would also be a success if it had multiple use and not just LRT. It would be a success if it was operational even with river flooding and won't need to be shut down. It would also be a success if it provides proper separation between different traffic types and ensures zero deaths or injuries over its lifespan.

I feel you need to incorporate elements of existing bridges (such as Centre Street arches) and/or curvilinear designs (aka Princes Island Bridge/Peace Bridge) designs to share common themes in a modern style!

This bridge will be a success if the Park underneath the Bridge isn't a terrible, frightening place to be. Either desolation or the human-equivalent of Trolls would be a failure.

It is aesthetically pleasing and people are proud of it. Many blasted the Peace Bridge after it was built because of ice formation and its location, but I also find it ugly. I like the low-profile views the architect showed. As well, if pedestrians use it, that is success.

If in a decade we can thoughtfully review the project north of the river and be able to say that, overall, citizens of Calgary have more benefit than cost in connection with such project.

1. If it is not built. Building a critical component of a 46km trainline without disclosing the costs and benefits of the full 46kms is negligent. As such, not building would be a success for



Comments

taxpayers. 2. If built, the City could have avoided destroying homes and damaging Prince's Island Park going over what was bare land just a few years ago.

If users other than the LRT use it.

If the public uses it on a regular basis to cross the Bow River whether walking or cycling, etc but also if people see the bridge as a architecturally attractive addition to our City as the Peace Bridge has become.

Traffic for green line train, pedestrians and cyclists are moving well and safely for everyone. The bridge is safe day and night. And it won't get graffiti. It becomes another destination.

Providing the easiest grade for cyclists to move north from downtown across the river and up the bluff. This would become a key asset for cycling commuters north of the river. Merging in the area paths to provide good flow for pedestrians and cyclists in addition to serving the purpose as the LRT bridge will make the project a success.

The bridge is not what was initially told to Calgarians and it's a much worse option than we were sold. I haven't seen a valid reason why we cannot build a tunnel under the river instead of an eyesore of a bridge that will negatively affect the wildlife on Prince's Island.

The bridge will be attractive. Its abutments will blend in nicely with both shorelines. It will be relatively quiet when trains go overhead. Pigeons won't poop on my head when I walk underneath.

I am against the bridge being built!

If the project is done according to schedule, is on budget and meets its safety and quality standards, it will be a success.

And if it is well used by customers it will be a success.

By how many pedestrians / cyclists are using the bridge

This is terrible and will be a complete disaster that bankrupts the City of Calgary

It will be a success if it goes underground.

This bridge makes our river valley more attractive and accessible.

The sooner it happens the more of a success it is. Doesn't mater what path is taken just get it done. It is not what decision you make it is just that you make the decision.

Also incorporating a bike/walking path in to the bridge would be awesome!

greater community and commercial connections to the north from the downtown.

Not understanding why the LRT needs to go up center street why can't it go along deerfoot next to the railroad lines and add parking or feeder routes to it from communities

The bridge will be easily accessible from both sides of Centre Street on the North side of the Bow and will interconnect with existing multi-use pathways on McHugh Bluff and Eau Claire.

If it doesnt mess up Prince Island Park and create a ground for homeless people to gather under the bridge

Trains will be passing over it regularly.



Comments

It will actually be getting built with this stage of the green line

How it fits in with the cityscape and natural surroundings; how much it is used.

It is a beautiful and functional bridge. The style should be architecturally pleasing and enhance views.

Don't think it is the right time to build such project. Due to pandemic lockdown, public consultation session was less participated. Moreover, the oil economy slowdown made more companies leave Calgary. Post pandemic, many companies consider to allow employees to continue working from home as work life balance and saving to corporate office rental budget. The Greenline is not needed because of all above changes. Please avoid the project and use the money elsewhere.

A Green Line people trips dependably fast, is not affected by environmental factors. People passage promoting SIGNIFICANT GROWTH walking, cycling, is carefree, stress-free, contact-free, near/actual collision free, promotes social walking and social cycling from people of all ages and capabilities.

Capacity designed for future traffic volumes of 20 to 40 years from now, not current ones. A bridge allowing people to stop and enjoy the river, the greenery of the river valley, the cityscape.

No Greenline will be a success for the City and Calgarians. The Greenline is a complete waste of taxpayers money, it only benefits Mayor Nanshi as if he built a milestone project in his tenure. The Greenline will be underutilized once it is built as more and more companies will allow people to work from home post pandemic to save office rentals, and more oil companies are leaving Calgary. Why the City insists to push a project without future?

If it is a beautiful functioning addition to the city.

If the bridge is liked by Calgarians 5 years after it's built. If the bridge adds a successful connection for the LRT, cyclists, and pedestrians. If the bridge looks good.

if calgarians take pride in the new bridge. If it shows up in lots of photos on social media. If it becomes an iconic part of the skyline.

If it does not kill the flow of center street like the 17th avenue project did

I think its success will be measured in a number of ways:

1) Not inhibiting mobility beneath the bridge, whether for recreational river users, PIP users, or people in Eau Claire.

2) If the bridge becomes a focal point or destination beyond its transportation function, as we have seen with the Peace or George King Bridges, that would be a success. Our city has grown significantly in aesthetic design quality in recent years and this addition should continue that trend.

It's a photogenetic bridge that draws attention and encourages pedestrian and cycling activity at all times of the day and night, while not being too intrusive to the natural environment it's surrounded by.



Comments

If it is a photographed and unique structure that people don't think is ugly. Using the arch below deck option is the best way to ensure success, other options are ugly.

Artistic and unique design/architectural/lighting elements can be incorporated into the overall design of the bridge, affecting the look and feel of the bridge and surrounding area, without detracting from the visual aspect of the skyline and surrounding area, but rather by positively adding to the look and feel of the parks and surrounding community. Unique and interesting lighting elements are key. Telus Sky, Central Library, Bow River pathways have incorporated unique lighting, for example.

It will be a success if it enables all modes of travel, provides a good transit experience and adds more connections. This bridge must be beautiful and integrate well with its context.

GREEN NOT GREEN !!!

This is a mistake. You are spending money we don't have on a project we don't need. This is going to ruin Princess Island Park.

Widespread use with a variety of modes of transport. Minimal impact on park and river area.

It is 1: functional and resilient and 2: NOT a large discussion point as it was cost-effective, and aesthetically pleasing yet subtle.

Build the whole LRT on separate grade like Vancouver's SkyTrain

Success will occur if this train to nowhere it not build. Please don't recklessly build half a project. Spending a billion or more to go a mile (segment 2B) is nonsense.

If there are few weather delays, and high usage. Please change the plan to use a tunnel to keep as much of the LRT underground as is possible. It is a better system than this bridge.

Unclear. The City website identifies all potential benefits of the entire project, but does not identify all the potential costs of the entire project. Without a meaningful cost benefit analysis to set the context of whether the project as a whole makes sense, there is no reasonable way to judge success of one component. I guess one could, but it would be just a vague subjective opinion without any basis in a principled assessment of whether spending a billion on a bridge would be a success.

If it is successfully multi-use. Pedestrian, light rail, bicycle lanes with dedicated space.

Usage will be a key indicator. Also, pride in the design and function by both workers and citizens will reveal success. Environmental care will contribute to civic pride, while respecting the future of the Bow River.

It needs to complement the Centre Street Bridge (arch below bridge option). Provide unobstructed views of the river valley and downtown for users on LRT or MUP (arch below bridge option). Avoid obstructing the river or requiring construction in the river for the sake of boaters and fish (arch below bridge option or arch above bridge option). Be appealing to look at, but also low profile (arch below bridge option). Be a destination for people to visit (like the Peace Bridge).

Either the bridge looks like a natural extension of what is already here (you barely notice it) or it is a statement piece that people seek out to see (Peace Bridge).



Comments

See 'Peace Bridge' for a case study in the vocal minority screaming about it being not needed / too expensive etc but then once it's done all you need to do is go and see how many people are using it everyday, taking pictures of, hosting events there and seeing show up on all the media shots for Calgary tourism or SN Flames games etc

people propose on it at sunset

Fast, effective, high volume usage

It must be inviting and connecting, sufficient lighting and adequate spacing for all to use.

The bridge will not be a success. Had the City proceeded in a competent manner, the bridge could have constructed on bare land along 1st Street SW and not through our central park. There was bare land available just a few years ago. Instead, the City now plans to run the train through families' homes and through our central park. The City's planning of this train has been a complete failure. If the train is run through our park, it will cause irreparable harm to our downtown and central park.

The bridge will provide an attractive, enjoyable experience for all users and add to the connections in Calgary

Ridership plain and simple if people are using it its a success.

We feel safe using it, it didn't impact the natural area or the river and compliments our skyline without being too over-the-top and without being too mundane, at the same time.

1. If its recognized as a city landmark and considered a attraction for Princes I Park.
2. If it is frequently used by Pedestrian and Cyclists.
3. If it becomes a gathering place due to it's scenic views and structure (think Peace Bridge).

Stop this project now! This is not the time to start a big project with the city in its current economic state. There isn't anybody heading downtown, nor do we know if the city will bounce back. We are creating a massive debt that we don't know the return. Wait until the new council is voted in.

I believe this project should not go ahead with a bridge as it destroys the crown jewel of our parkland, Prince's Island Park. Walk along the park and you'll see it is a keystone for this city, especially among New Canadians and tourists. A loud, ugly LRT bridge running overhead is a horrible, horrible decision and will ruin the ambiance and skyline of Prince's Island Park.

If pedestrians/bikes plus transit users area happy using it. If it does not negatively affect the wildlife and access to Prince's Island. If the noise and views in the area are only minimally impacted.

It should be visually appealing, long-lasting, and frequently used by pedestrians and cyclists year-round.

Minimize the size and scale of the structure. (Remove pedestrian and cyclist use - this is already available on Centre St.)

It adds to the cityscape and has an attractive style. Not bulky. Could have interesting architectural elements to make it stand out. Something people want to photograph (e.g. the peace bridge or the st. patrick's island bridge).



Comments

Also it must be quiet so that it doesn't disturb people enjoying Prince's Island park or McHugh Bluff.

The bridge will not take away from the environment at Prices Island Park. One of my main concerns is that the experiences we have at the park with nature will be a thing of the past once the line is built. Would also like for the line to not interfere with E-W walking along the promenade. It sounds as though the line may be more of a burden to park users than anything else since there is no entrance or exit to the walk ways from the park. With this model I don't see a benefit for park users.

People use it daily and it has the lowest possible impact on the park and river below. It should be easily accessible as a multi-use pathway for pedestrians/cycling. Cost will be considered and it does not have to be a tourist attraction, but be functional for its purpose.

It has the reputation of the "Most Expensive Pedestrian Bridge" in the world making the other recent Downtown bridges look like pocket change. Cresecent Heights @ Cresent Road are demanding more closed roads.

It "fits", i.e. does not look like a monstrosity and is frequented by pedestrians and cyclists who do not limit its use to that of a commuter route but incorporate it into their walks along and over the river.

If the City is transparent before construction starts: (i) when does the City anticipate having certainty whether the condition precedent to segment 2B will be satisfied; (ii) what is the anticipated cost of 46kms; (iii) what will be the operating losses associated with the Bow River bridge if the end of the line remains south of 16th Ave for years; (iv) why did a developer recently build beside 1st adjacent to the River when that bridge location would have prevented damage to our central park?

people use the bridge and it has a long lifespan with lower maintenance costs than the alternatives. the best long-run alternative was the tunnel, but that was deemed too expensive.

The bridge will be a success if it is being used. So please track metrics (daily / monthly / after 1 yr) such as: (i) train ridership, number of cyclists and pedestrians; (ii) commute patterns (are we seeing a shift from cars to trains/bikes/walking due to the bridge). Another aspect is user feedback, stalls could be set up during the first 1-3 months at either end of the bridge (Eau Claire + McHugh) to solicit feedback.

Once the election is over and whoever supported this project is voted out of office will be a real indicator

Regrettably you have forced this bridge onto Calgarians. If you asked "would you like a new bridge passing over Prince's Island Park" no-one would respond yes to this. But the damage is done, you have eliminated the tunnel option. So to measure the success of this bridge, it would have to be as minimal as possible. Your design of multi-use pathways on the same level and next to the tracks makes the bridge much wider, resulting in a larger visual impact to the area.

A Bow River LRT bridge is imperative to the success of the Green Line. We need the speed and capacity of that Green Line. There's nothing to be gained by these delays!



Comments

If the LRT running from the 2nd Street station to the Bow River Bridge doesn't cause disruptive noise to my nearby condo unit.

Build on time and budget, Without any extras after, no defects, and By the number of people that use the train

We don't have to raise taxes to pay for it!

I think this LRT is a must and well over due so in my eyes just getting it built will be a huge success

If it doesn't take away from Prince's Island Park as a destination for walks, recreation activities, events and just enjoying some outdoor time along with being environmentally sensitive throughout construction and as a final product.

Transit fare/rider usage. Worldwide acclaim to design (similar to Bell Studio, New Central Library etc...)

It is so important to connect downtown to Crescent Heights and Tuxedo Park. The Green Line will be the major resource toward this end. But because the bluff, Prince's island, and the downtown are the most pedestrian friendly and beautiful places in our city, the bridge should prioritize multiple forms of use: separating off pedestrian and bike lanes from the train would be ideal. This would encourage Calgarians to explore the city and be far more connected! It can also be beautiful.

people are using it - all modes - and wanting to take photos of it and from it as it's a new experience

how many people use it, how easily/frequently, and whether it resonates with them emotionally and they express a deeper connection with it on social media, in conversation and in other ways publicly.

Comparison on tax revenue on businesses, and property value; an steady increase indicates a healthy community, were business and people are thriving.

Typically can be validated with the crime index.

The stations are conveniently located, safe and architecturally pleasing, without negatively impacting the integrity of the environment or surrounding neighbourhoods.

Good ridership numbers.

Pedestrian bridges are expanded and are wide enough for patrons to enjoy with decent unblocked views.

If it is built properly, represents what we want Calgary to be and fulfills it's promised uses.

Public infrastructure make cities livable for all citizens, not just the monied elites. We MUST build for the city we want in 20-30-50 years, not what is needed now. That is the conservative way, but it's short-sighted and wrong. Dream big, plan for the next million residents. Make us a city we can all be proud of.

This project needs to be re-assessed. With 30%+ vacancy downtown it may not be required.

This bridge offers a different perspective of the Calgary downtown. Minimize the impact of the bridge on the view by considering a quiet option.



Comments

This won't be a success. An over ground bridge will destroy one of the best park in Calgary. It will also bring a lot of noise

If it minimally disrupts princess island park, isn't super noisy, and isn't ugly- mostly that it has minimal impact on the park thogu

The bridge will be a success if Calgarians are drawn to it just like they are now drawn to the Peace Bridge and the bridge in East Village. The bridge will function well in its primary purpose of moving people and trains across the river but will be full of people taking photos and stopping along its length to take in the scenery. It will encourage all modes (walking, biking, scooting) to safely mix like on Stephen Avenue and it will be visually appealing. Worthy of appearing in photos.

If this bridge can be very pedestrian and cyclist friendly, it would be great.

Retains a welcome feel for people using the parks and pathways beneath, including Prince's Island. Does not create "dead" or unwelcoming space. Preserves active mode travel along Bow River Pathway through Eau Claire, with opportunities to improve pedestrian-bicycle separation. Enhances active travel across river, between Downtown and north bank. Creates a sense of interest, without being imposing.

It is aesthetically pleasing, does not impact the natural environment, contemporary styling like the Peace Bridge

It will be very successful and destroying my committee only park. Thanks for killing a unique green space loved by many Calgarians.

If Greenline is well used

If people like the look of the Bow bridge

If it becomes highly used

By pedestrians and bikers and is also iconic and instantly seen as representing Calgary

Ask for feedback from the users.

Get rid of [EXPLICIT LANGUAGE REMOVED] Nenshi

If people, locals and tourists, use it. Bonus marks if people love it and go there to take photos.l

It is quiet, unobtrusive, and easy for all people to use. Also reasonably attractive.

By tracking usage, crime and vandalism stats, and repair and maintenance costs

If it does not get built. Too costly and not flexible enough. Buses are safer as the driver is right there with you. Even the police reports for Calgary saybso.

Fully functional, built to specifications, on budget and aesthetically pleasing.

The amount of people using it

The bridge should not disrupt prince's island park or the bow river pathway. Any roadways should be above street level so there is no automobile traffic interfering with the park and surrounding pathways. People would use it and there would be easy to navigate and efficient entry into the downtown core, eau claire and chinatown and east village.



Comments

By not building it

An area for a walk way too.

Minimum down time of the bridge, low number of repairs, it can be used for multiple uses.

It doesn't interfere with vehicle traffic. It separates bicycle and pedestrian traffic from vehicles. It doesn't negatively affect the time it takes to travel downtown for people who live in the inner city (i.e. those who live south of McKnight).

Keep the costs down!!!

Don't waste anymore taxpayers' money on this project. Reject it. With job loss and empty office buildings in the downtown core, it is money squandered.

If the bridge had a long lifespan and has a limited impact on the rivers ecosystem

By seeing the amount of cars diminish on the roads and the ridership of the LRT increase.

I'd say how few people complain about it, but you know how people will be...

I would say good metrics would include how low impact it has on Prince's Island and Crescent Heights primarily. If it shows up in a ton of social media posts as an artistic element, that's a major plus!

The Bridge will be a success if it creates a new top of bank to downtown link that is fully accessible for people of all ages and abilities, while minimizing impact on Prince's Island Park and the Bow River ecosystem. The bridge shall also have to be multi-modal, and incorporate best practices for bike lanes, pedestrian corridors, and furniture areas.

It will be pleasing to the eye and compliment the city landscape. People will use it to travel to work and for leisure.

It will be a success when it is underground from Crescent Height to downtown and through downtown.

If it's not a eyesore but rather actually looks decent, and does not run over budget.

people will use it to commute, have places to stop along the bridge and look out and people watch. The bridge should look nice, not just a value engineered piece of infrastructure.

The benefits this bridge offers to the ctrain are obvious, but getting the pedestrian/cycling connection right between Crescent Heights/Prince's Island/Chinatown & Eau Claire will be the hardest task. After going to an open house style Teams meeting yesterday, I do find it slightly concerning that the bridge may go over top Prince's Island Park with no direct connection to its pathways. I understand the flood plain concerns with building certain infrastructure, but there has to be a solution.

If people are riding the trains.

The bridge will be a success when it sees high traffic and integrates well into the connection points. It should consider the aesthetics and accessibility for pedestrians/cyclists on and below the bridge, and provide opportunities for public art. It should encourage foot traffic and facilitate business within Eau Claire and Crescent Heights.



Comments

You will know it's a success if you manage to put it underground so it does not completely disrupt traffic for our non polluting electric cars of the future. You will also realize it is a success by going underground and not ruining the ascetic beauty of the skyline and river valley for the rest of time.

The pedestrian portions should have a clear path for bikes and another for walkers. In busy times this proves to help keep traffic moving and given the grade that the bridge will be on bikes will likely be zooming across. A designated bike path will keep walkers safe.

the bridge should seamlessly fit into the bow river valley and shouldn't take away from the heritage of Centre St

It's going to be a long/huge bridge. The design needs to help it blend in nature and not distract from the park. It also needs to be quiet and less light pollution! Healthier for everyone.

It won't be a success. Even on budget, damaging the Prince's Island Park for a train that may never go north of 16th ave is a reckless expense that will cause permanent harm financially and environmentally.

Success is predicated on not building this bridge. As councillor Farrel recently noted - there is no traffic downtown. The jobs are predominantly gone. The purpose for which the green line is being built no longer exists. The City needs to seriously examine options which cover a reduction in downtown populations and cancel this project.

If pedestrians and cyclists feel comfortable using it. We have no control over transit operations but we can vote with our feet (or wheels!). If the bridge sides feel crowded and unsafe, it will not be a success. The prospect of cyclists and pedestrians both using the sides of the bridge at the same time is risky. Pedestrians step into the path of cyclists and cyclists zip by pedestrians. They need to be separate.

I understand the need to improve transportation in Calgary, so will judge the bridge's success on how it contributes to meeting this need. This will include pedestrian and cyclists use. Public opinion should determine the success bridge's aesthetic and recreational functions.

When more people are using the bridge as a footbridge than the Centre St. Bridge. Perhaps even removing the pathways on Centre St Bridge and adding an extra lane, perhaps a dedicated bus lane, in either direction could remove the need for lane reversals on Centre Street until after crossing north of the bow.

Question: Based on a comparison of the features of each bridge form, please tell us which one you think is best for Calgary and why?

Comments

None. It's too expensive and not needed.

Provides the most lines of sight so you can still see the nature below and above. Also, no place to hide potential camps.

I prefer the below deck river span because I like the low-profile look and would prefer an option without a pier required in the river.



Comments

It helps showcase the natural beauty of the river, and doesn't obstruct existing heritage pieces of the downtown skyline like the centre street bridge.

These are the most basic designs. How can you choose one when they all look like a boring concrete bridge

I only chose the first option because there is no option to choose none of these ! Ridiculous! Ugly!

The viaduct choice is appealing because of lessened visual impact but recreational use of the river makes Calgary special - so rule this out.

We already have a character defining element in Centre St bridge, in close proximity. The immediate juxtaposition of the two bridges will be incongruous visually. A gateway to what? So rule this out please.

Perhaps the bridge river span below deck is the least destructive of the beautiful natural features.

The less messing around in the river bed the better. The next 100 year flood is coming, and having critical support structure in the river flow would be a potential risk. An "above deck" structure like a suspension bridge would be more attractive from an architectural perspective; just learn from Vancouver's disaster and do not have suspension members directly above the deck so we don't have ice chunks falling down wrecking stuff.

Does not impact the recreational use of the river and retains a low profile/minimalist appearance

Below Deck Span - Does not impact river flow and sleeker design.

With great architecture and design it could become a visual delight

It is plain a simpler. Minimize the disruption of water aquatic life, an affect less the lanscape "IF" this bridge and the green-line do proceed, I believe it would be a mistake to not make this bridge an incredible piece of architecture, all 3 options are very poor representations of what could be done. More effort needs to be put into making this bridge iconic especially because of its location running right through the heart of the nicest park, which this location is fundamentally flawed as I have previously expressed to the committee.

River posts can flip rafts

N/A

Appears to have the least negative impact on the park, wetlands and river valley.

Compliments the spans on the lower deck of Centre St Bridge but does not mirror it exactly. Spans above offer the viewer to look up, keeps the river passage clear both river flow and sight lines along the Memorial Drive and pathway.

#3 Bridge River span above deck has a beautiful landscape and catches the eye of a beholder.

it doesn't obstruct the river and you still maintain sight-lines

when you spend a lot of community money on something that will last for min. 75 years, better spend it on something looking good. Your grandchildren will love you for that

Viaduct looks like some discount 70's soviet brutalist wannabe. We've channeled our inner Deerfoot long enough. Let's build something interesting and iconic.



Comments

Span above the deck gives more options to make it look amazing. The span below the deck is quite nice too

bridge river span below deck minimally impacts the skyline and views from the river/pathways, impacts the riverbeds/riparian areas minimally. It provides more interesting views from below where people may look up while doing recreational activities.

Re: Bridge River Span Below Deck: It is the most minimal impact design. It does not have a pier in the water, so will not affect river use or flow. It presents the most streamlined skyline. It's on the natural side of Prince's Island Park, so works to maintain that feeling of naturalization if possible.

It matches the Centre Street Bridge better.

I prefer the Bridge River span below deck - it is a cleaner design, and importantly it avoids a pier in mid channel on the Bow (which is less disruptive to aquatic life and safer for river users).

Prefer this form (structure below deck) in combination with a structure above the deck. Consider a more elegant elliptically-shaped arch form with more steeply-inclined legs. The latter would present less of an "attractive nuisance" to graffiti artists and climbers especially if the arch legs were separated and tapered, i.e. not with a consistent cross-section. Does the river valley really need another all-concrete viaduct design covered in the ubiquitous "Banff Beige" pigmented sealer?

It is visually pleasing and no pier in the water will be safer for users of the river and will cause less disruption to the flow of the water and possible erosion. this design also complements the Centre Street bridge better.

I prefer Above Deck. I think architecture details above the surface of bridge add to the interest and enjoyment of the journey.

Avoid piers within the wetted channel. Avoids maintenance impacts later in the life cycle

Below Deck. This just looks sleek! Being minimalistic should make it timeless.

Not Pier in water.

The Span Below Deck looks the most similar to Centre Street bridge where people will see the two bridges at once together from different areas. As well from being down under the bridge either floating on the river or walking along the river this look is very modern looking and unique but simple in my mind. I really like this look!

I prefer the structure below deck because it limits the view on the skyline in an area with great natural assets. For people using the river, it won't be a barrier and hazard like the pier in water option

Least damaging to the park, but still very damaging and very sad.

I prefer the Bridge River Span Below Deck as it doesn't interrupt the river flow, is cleaner looking and doesn't obstruct views from the train.

I think this design offers the greatest opportunity for "unique" architectural style as a century bridge (one of outstanding design) for the present and 100 years from now!!! It also allows for separation of pedestrians/LRT/cyclists and does not require a river pier system.

It's the only one that's visually tolerable

Bridge river span below deck. This does not interfere with the Bow River yet is sleeker than the bridge with the above deck span. It is more environmentally acceptable than the pillar bridge which has a pillar in the river.



Comments

By far the most attractive, and it's a really nice transition between the more modern bridges and the Centre Street bridge. Honestly in my view it's the only one that's acceptable.

I like the below deck version because it's low-profile, there is no impact on the river, and because it mirrors the below deck profile of the existing Centre Street bridge. I really do NOT like the above deck version because, when viewed it seems that the 'hump' is isolated and out of place.

As an eyesore, it is least damaging to Prince's Island Park.

All are terrible as compared to building along 1st street and not damaging our central park.

Has some character and doesn't need pier in the river

I feel this design is more interesting with the arches rather than a flat design. It is also a nice contrast to the other bridges across the river in that area ie 10Street and Centre Street.

Aesthetically is best choice. Also span will distinguish it from other nearby road/transportation bridges --Centre St., later, St. George's bike-ped. bridge. Put LRT tracks to the east side and run bidirectional bike lane and dedicated pedestrian route near the train side, so it's easy for them to wait/board train. Put metal artwork / planters to separate from pedestrians and train in addition to other safety barriers. Opportunity to be innovative & eye-pleasing. OR use mosaics: community art.

Less intrusive appearance above deck level. More ideal appearance with top canopy of treeline. Also avoids disturbance of river flow from having a pier in the water.

Minimal river and visual sightline impacts. Arch also has organic feel to try and blend infrastructure with the environment. Can any form taller greenery also be used near pilons / supports to soften them?

Bridge 2 Just looks good for the park, not another ugly modern bridge like #3. Number 1 is a ugly viaduct.

A bridge is not what is best for Calgary and I have been to information sessions and signed petitions and have heard nearly 100% negative comments. Why are you pushing forward with this and completely ignoring the people of Calgary who will be most impacted?

The River Span structure below the deck is less obtrusive. I understand that piers in the water can obstruct ice flow and high water flows and so potentially cause flooding upstream. The actual choice needs to also consider the cost of each design over its lifespan. I think you should tell us this before asking our opinions.

If it is built I see the below deck as the more eye appealing.

Because the design fits in with the natural environment around it. The structure does not compete with nature, it fits in with nature's flow.

Leaves the river view open and leaves the upper deck view open. It also creates a graceful "flow" as it crosses over the river. Viaduct, cheapest structure plunked down to fill the need. River Span, too imposing, says "look at me" with no relation to what it is supposed to do.

River Span above deck, I just feel this design is more aesthetically pleasing.

This is terrible and will be a complete disaster that bankrupts the City of Calgary

None of these are acceptable. It is best if no bridge is built and a tunnel is used.

When the structure is above the deck, there is less disturbance to the river, and more opportunities for creative expression.

Comments

- A bridge that does not impact river flow is important.
- Incorporating a bike/walking path in to the bridge would be awesome!
- It is visually more pleasant to the eye.
- i still believe it is inappropriate to construct a bridge across and on princes island. this will have shading and construction impacts to the greatest quality natural riparian area in the downtown. that said, the span below deck is the most visually appealing, and i have concerns about sediment and river flow impacts with the viaduct concept. the above deck span is ugly.
- Looks niver.
- looks better
- Looks best, keeps obstructions off the waterway for users there, will provide a photo opportunity for pedestrians if done nicely.
- Bridge does not affect the bow but
- This is the least obtrusive option. The pier in the river is a disadvantage but there are piers in other parts of the Bow (Langevin Bridge, 4th Ave Flyover, Ogden Railway bridge) and they don't seem to impede anything.
- Appears to be the most elegant and minimal solution without being too distracting to the existing landscape.
- Look similar to other designs in area.
- Aesthetics
- Above span is beautiful but only if it fits in the budget, otherwise below deck and viaduct should be a last choice
- Above span is gorgeous, doesn't impede the river and adds to the skyline. However if it is too expensive the below deck option should be used.
- The viaduct is a simple bridge which is all that is needed
- Span below deck is architecturally / visually pleasing but still blends into the environment.
- Span below deck provides an attractive bridge with character, yet not too intrusive. Above deck seems like too much. Viaduct looks a bit simplistic.
- the bridge needs to be a symbol, we are spending \$\$\$\$ and the best architecture must be present
- This design maintains the habitats of the Bow River by not needlessly plunging another bridge pylon into the riverbed. Unlike the other options, this also offers visual appeal and has the potential to be a welcomed addition to the skyline, if designed well.
- I prefer Span Above Deck as this offers more aesthetic potential to enhance the city skyline.
- River span is most important. The bridge examples shown are uninspiring and bland. If we are going to have a bridge, it should be architecturally interesting and beautiful. none of these options meet this criteria
- Less impact to the river



Comments

A structure above the deck. Make it an architectural masterpiece for the neighbourhood and the city. No river obstruction for ice, trees, logs, sediment build-up, etc. Does not slow down the speed of the water flow and place for ice jam.

less impact to water flow

The bridge river span . Could be a new landmark for the city

The river span below deck option looks better than the other two options and spans this part of the river.

Doesnt affect skyline, or river

(span above deck)I think it will look more attractive and complement the surrounding park and green spaces better.

no bridge would be even better

I think this bridge presents an opportunity to be a visual attraction rather than a simple utilitarian piece. The Peace Bridge has been an enormous success in attracting people to the inner city. Having a North-Central LRT is essential, but this piece of infrastructure should serve more than just that one purpose. This may be subjective, but I feel that an architectural showpiece would be more easily established with the structure being above deck.

It doesn't have a pier within the river itself, and it has more to the bridge with the above deck structure.

2# is the best Option,

Design features a character defining element spanning the Bow River -its unique and picturesque, fits the river nicely.

Low profile bridge that does not stand out in the skyline -so many of those tacky modern designs (3#) are invading cities across North America, it will not look nice in Bow Valley plus it's not unique, the Inglewood replacement looks the same.

Does not impact river flow or recreational use of the river -building in the river is disruptive and expensive.

Sleek, modern, low visual impact design.

I prefer the look of the river span below deck, so the structure doesn't appear to be blocking views but is nicer than the piers, which will also affect rafters in the water and potentially be subject to damage during floods.

The bridge River span above deck would attract pigeons and their endless droppings

The bridge should be beautifully designed, the viaduct is boring and uninspiring, so by spanning the river there is opportunity to design a nice element plus leave the river unobstructed. The bridge identity is its length, spanning multiple things, parks, roads, and river, therefore its architecture should occur along its entire length. Having a small gateway feature above the deck at this one location is odd and doesn't address the bridge as one element. Prefer a subtle, unified, sleek design.

Span below deck works best for Calgary. Low profile and. I columns in water maintains natural landscape of prince's island area best. Calgary has a beautiful natural river and keeping the supports out of the water maintains this nicely.

GREEN NOT GREEN !!!



Comments

These are all invasive to what princess island is. Reject all.

This design has some architectural interest and doesn't interrupt the river flow or activities on the river.

Least river and visual impact.

Clean lines visually with less impact on river.

First option will make the river ugly with a pole in the middle of it. Second one (span below deck) is the best since it doesn't block the river and doesn't take a space from the general view.

Looks cooler (having it above would disrupt the skyline)

The span is less disruptive to the river and also more aesthetically pleasing than the viaduct. It is also less intrusive to the skyline with less room for there to be an artistic atrocity with the top span.

It looks better

The straight viaduct is too boring and utilitarian. I would be happier with a more artistic bridge but given budgets I am okay with either of the span bridges.

Please, please, please don't build any of these in the absence of any plan for the full project.

The viaduct and span below deck have a cleaner, less obtrusive design

Unclear. Without knowing the costs of the options, the maintenance costs, any safety or performance differences, it hard to give an opinion. It looks like this engagement is just a propaganda exercise to later misrepresent that citizens gave informed approval of this high risk project. Cost overruns, and the potential negative impact on taxes for the next generation, is frightening. It would be preferred if the City presented information in an unbiased manner.

All three are pretty tasteless and have no design at all, so the most minimal one that doesn't impact the River is the least worst.

The curved structure is pleasing to the eye and frames the River. It is environmentally acceptable. I do not see the need for a gateway, as shown in the third option. The beauty of the river should be the focus.

Option 2 River Span Below Deck. Keeps construction impacts and bridge supports out of the river. Looks cooler and more appealing than option 3 while at the same time is low profile and not a flashy, stand out like option 3 is. Complements the Centre St Bridge creating a cool photo op. Allows unobstructed views of the city from the LRT and MUPs on the bridge. (while in option 3 views would be blocked by the supports for the arch). It's by far the best option and complements the river valley best.

I selected this only if it is a defining piece like the Peace Bridge. If not then I would pick River Span.

No pier in water! Regardless of below or above deck span lets keep piers out of water. Personally I want a low profile bridge so when viewing downtown from the ridge the bridge disappears into the view. However, if the above deck was actually budgeted to be architecturally striking (unlikely when we are operating on a shoe string budget) but if it did then lets do that

not screaming for attention. the arc matches the look of the centre street bridge

Below deck visually appealing, does not impact river flow, possible extra support, and does not obscure views of city or nature

Comments

Add to the charm off bridge crossing in area. Creates an inviting atmosphere for visitors and tourists alike.

N/A

I like that it has an interesting arch, remains low profile and does not touch down in the Bow River

I feel it is a good compromise between something structural and artistic without being out of character for the nature around it . I Believe the bridge viaduct would influence flow and the bridge span above deck could cast too much shadow on the river effecting habitat

The “Bridge River Span Above Deck” design pays homage to the Centre Street bridge while being modern, unique and just enough flair that the other two mundane designs just don’t provide.

River Span Above Deck; its the most visually appealing, it does not disturb the river and it looks easy and cheap to build (compared to the river span below deck option)

None. Stop the project

Below Deck is the least of three evils. All are ugly, all will be noisy, and all will damage the beauty of the otherwise exquisitely natural feel of an urban park. I support none of these designs

The River span below deck doesn’t obstruct the River for recreational use and doesn’t impede on the skyline or command over the tree line and natural beauty of the Bow

simple and modern with no pier in the river.

I lik

because it makes sense to the design and looks nicer, including the Bridge River Span Above Deck

The River Span (structure BELOW deck) looks classier Viaduct or ABOVE deck choice. It looks less 'heavy' and would have less impact on the view than the River Span ABOVE deck choice. I believe it also complements the nearby Peace Bridge with curvy lines rather than the hard/straight lines of the Viaduct design.

Avoiding impact to river flow and recreation is important, and should be designed with the intention to enhance the character of the bow river landscape. Span below deck is a cleaner, more streamlined look while still allowing unique design.

Minimize the size and scale of the structure, and minimize impacts on river.

I think the "river span below deck" will provide a continuous look/experience while you are on the bridge, or looking at it from above (i.e. from McHugh bluff). So, while the "above deck" could provide for some interesting design elements, I think it may look choppy to have a design element above the deck in the middle of the long bridge. That being said, I think you should consider how to make the "below deck" look interesting/unique. Also, I don't want a pier in the river.

doesn't interfere with the flow of the river and doesn't distract from the natural beauty of the area.

The river span below deck avoids the river and mirrors the architectural aspects of some of Calgary's other bridges. This seems to be the least intrusive in this natural area.

It will have the least impact on the skyline. All the options require some sort of footing on the river banks, so it was really just down to low visual impact. Didn't want the pillar in the river.

**Comments**

First demonstrate that the "noisy" walkways are needed, and are economically feasible for EVERY River and major road crossing along the GreenLine. Perhaps the Bridge should look like similar bridges east of Centre St.

Feels more gentle and flowing, in keeping with the river.

The Structure above the deck is architecturally interesting.

Least damage to natural surroundings. Best of three bad options. Until just a few years ago there was bare land along 1st adjacent to the river that would have allowed for a bridge that does not cause irreparable harm to Prince's Island Park. It is awful that we are being asked to pick from three bad options.

Bridge River Span Below Deck is good as there is no pier in the water and does not affect the water flow and recreation on the river. Also there is nothing stand out in skyline.

no real preference, given the bridge is likely only to block views of the mountains from the centre street bridge

The options provided seem far too simple and conventional. Is this still 1950? Surely we can come up with a bolder design...I think the final design needs to complement the visual experience from both Prince's Island (PI) and McHugh Bluff (MB)...The below deck design suits the view from PI, whereas the above deck suites the view from MB. A composite solutions may be the way the go. In any case, PLEASE don't go with the viaduct design, it looks far too simple/utilitarian, almost like a highway!!

The least expensive option is the best option

Doesn't affect the River flow

I don't want to see this bridge at all, but since you are forcing it onto us, please keep it as minimal as possible. No piers in the river. No additional structure above the bridge deck. So the river span with structure below. And please do something about the wide bridge deck. Either put the multi-use pathways below the deck to keep the bridge as narrow as possible (like the 10th street Sunnyside bridge), or eliminate the multi-use pathways.

We have enough gaudy bridges, hence I didn't choose option 3. It is important to preserve the integrity of river flow, hence I didn't choose option 1. Option 2 ("River Span structure below deck") is simple, elegant, functional.

Bridge river span below deck is least disruptive to skyline

Bridge river Doan Below deck because doesn't intervene with the river, the view is clear.

It looks like it might save money

I think Option 1 looks the best and doesn't draw the eye away from nature to the bridge

Looks better

I like that it doesn't impact the flow of the river or the skyline.

Having architecturally attractive design will help define how modern Calgary is. Similar to how attractive the peace bridge is.

This seems the best to preserve the views and avoid obstructing the waterway.

thank you



Comments

it's quiet/understated - but demonstrates a respect for the Bow River and it's primacy. It seems to be a more environmentally sensitive approach than the 'viaduct' option and less visually dominating than the 'river span with structure above the deck'

A simple, functional, cost conscious, design will suit the need with out sacrificing flow and recreational use that seems to be value by local residents.

Bridge river span below deck is the best in my opinion. It is obvious that we should not move ahead with #1 as it impacts the flow and use of the river.

I like that the design of number two is somewhat interesting, without taking away from the skyline or surrounding bridges and nature. It enhances and symbolizes the Bow instead.

Bridge River Span Above Deck. I feel this gives a nicer pleasing to the eye architectural detail to the bridge.

The river is not impacted and it is more appealing than the below deck arch.

The below deck bridge is the best option, no contest. It is modern and shows the foundation for our future, yes does not block the view of the skyline. The form of the other two is reminiscent of 1980s brutalism architecture that is rampant in Calgary. We need to step away from that and bring our city to the forefront of the worlds eye. In fact, this bridge could and should be even more spectacular and breath taking, you are playing it safe CoC.

This design interferes less with the natural flow of the river. It's also less intrusive to the community and natural areas.

I dis not choose any.

This project needs to be re-assessed. With 30%+ vacancy downtown it may not be required

Span below deck is the nicest looking - with the least "size" impact to the skyline.

Minimize cost. Not every bridge in the city needs to be Instagram-able and be most attractive in its own right. Let's minimize cost in all aspects to get the most value for all calgarians

Please consider using an existing bridge or a tunnel

I don't want the bridge to be higher than the tree line, plus this design is more sleek

I like how the piers stay out of the river and how it compares nicely to the arches on the Centre Street bridge

I chose the above deck option. I feel this has more character and the extra span will likely help protect pedestrians and cyclists from wind gusts. The above deck option would also mimic other bridges like the red bow trail pedestrian/cyclist bridge.

Does not impact Bow River. Looks more complete. Reduced mass below bridge deck, i.e. above River and bank.

The bridge span below deck could have a unique look without impacting the view on the bluff and recreation and environmental impacts

The bridge is not a successful project. There are many past Calgarians that fought for Princess Island. It is a real shame you project team seems a lump of earth.

I choose the arch design

It is modern looking

The suspension bridge shown is not appealing

Many cooler ones. Like the one in Dallas, Montreal and even the one in our Stampede grounds.

I would like to see a combination

**Comments**

Use our Princess Island pedestrian bridge as a partial deck support. Having our trains run under it at both ends or on the side at both bridge ends.

More instantly recognisable and potentially iconic

V

I like the St. George's island design.

Bridge River Span Below Deck is my choice as there is no pier in the river which may impact water flow and may increase sediment which may cause flooding in the long run. Also it does not stand out in the skyline and reduce the blocking of view.

Looks good and modern.

#1

Depending on the different costs, which weren't given, I would chose that design because it doesn't obstruct the water flow and I'm assuming that the third option would be more expensive because it's more elaborate. We already have an expensive, statement bridge in Kensington and on Center Street, no need to have another here unless it can be done at a low cost.

No obstruction in the river. Low profile design.

I am for the least expensive option

Viaduct just looks cleaner.

Neither should be built. The valley has already been destroyed by too many bridges. Another bridge with foot paths will be a risk for people underneath the bridges and a jumping risk for people on the bridges.

Bridge river span above deck is the most aesthetically pleasing and will be a focal point similar to the peace bridge. The bridge should not impact river flow and recreational activities.

It's the most inspiring to look at

I like the bridge river span being above deck as it provides visual impact and minimizes environmental impacts.

it is esthetically pleasing, doesn't disrupt the veiws of the park, and matches the styles of the existing bridges in the area, the centre street and 14th street bridges. I think it should be more iconic, something like the peace bridge.

Least impact

Looks similar to other bridge.

Making it above add visual appeal so there is little need to add art

I find it the most aesthetically pleasing. Bridges are a statement of the importance of beauty in a society. Calgary needs more bridges of the quality of the Peace bridge.

Bridge River Span Below Deck as it matches Centre Street bridge and doesn't create a barrier to river navigation.

Less visual "noise", area is already visually crowded.

Because it looks better than the other ones

Keep the cost down!!!

Comments

This appears to minimize impacts on the river channel, unlike viaduct; also a cleaner visual impact, no need for the arches above the bridge deck.

No bridge is the best bridge. Read comments from above. I object to this project.

Smaller visual impact while looking modern and the architectural elements still make it an interesting feature

The river is ever changing and the least amount of impact is important. With wildlife still using the river and people who enjoy it keeping the impact low needs to be considered. We should also be aware that another flood could happen after this bridge is built and we wouldn't want it to be damaged. We don't need a bridge that's over designed. Keep it simple and functional, we don't need to spend too much on non functional designs.

I don't believe having piers in the water is good from either a safety or aesthetic perspective. Given the renders above, the span above isn't particularly alluring (unlike the St. Patrick's Island bridge, or the Walterdale bridge in Edmonton) so I'm attracted most to the subtle and blended river span.

I feel the third option is best for Calgary (bridge span above deck) because it does not have a pier impacting the Bow River (causing environmental damage and potential recreational safety conflicts), and provides an architectural element to the project that you can't get with the span below deck option. Bridges and infrastructure projects are the most expensive capital commitments that a city has, they are allowed to have striking details and artistic license.

It frames the River nicely without distracting from the view above.

I don't like any of them. Underground is better

Other nearby bridges have key elements above deck, this makes it different. View from Prince's Island would be interesting.

Bridge River Span Below Deck is the only option that looks good, the others are just ugly. the span below deck looks the nicest in terms of how it crosses the river. If the span below deck and span above deck could be combined to make a cooler looking bridge, that would be better.

First off, I believe the bridge viaduct option is a non-starter. The river is quite narrow in this spot, so having a pier in the river would have negative impacts. Why I chose the "span above deck option" is simply for aesthetic reasons. With a bridge this long, it makes sense to have a mid-point in the structure worth celebrating. Calgary already has a number of low-profile ctrain bridges that make no contribution to the city's character; let's keep our bridges exciting (see Peace Bridge)!

This option is minimalistic and will detract the least from the view too and from Prince's Island.

It's aesthetically pleasing and does not obstruct the river with pillars.

It is the least ugly of the three.

Most visually appealing.

Simple and elegant

less intrusive. More subtle and aesthetically pleasing.

visually it is the most pleasing and will enhance the river valley

Less intrusive! No birds poop on the walking paths.

Comments

N/A

All forms are wrong - as noted above. The City needs to reconsider building the Green Line.

Do not put a pier in the water; it will lead to ice jams in winter and rafting snags in summer. The structure above deck only detracts from surrounding area. It also serves as a magnet for spray painting or climbing, neither of which is desirable.

Bigger question is cost: is there a significant difference from the river span bridges below and above deck? That may have influence on the final design.

Less invasive (river channel and airway), curved lines on support span streamline the bridge's profile

By far the most aesthetically pleasing, The under Bridge span pays homage to our British Heritage and quite perfectly matches the large amount of Marble, Sandstone, limestone, and brick buildings in downtown Calgary. We also already have more than enough bridge supports as it is in the Bow River, we certainly don't need more. It would also be a good idea to connect the bow River pathway to this bridge, in order to make walking from Areas such as Sunnyside to downtown easier.

Question: Additional views are shown below. From your perspective and looking at the views of all three possible forms, which one do you feel best complements the surrounding area? Tell us why?

Comments

Simple and cheap is what's needed. But. This line is not needed.

Complements with our skyscrapers. Having clean lines also makes it easier to adopt for consistency of design for future or other above-ground LRT tracks.

I prefer the below deck river span because I find the curved support under the bridge to be nicer looking than the straight piers.

Again, it highlights the Bow's natural beauty and doesn't take away from the surrounding features of downtown.

Ruining the back drop with contra has never stood out. These are failed/ flawed designs

I am not choosing any of these options! i am against this non sense project!

Bridge river span below deck.

It just looks better. I would hope it may be more cost effective from a structural perspective. The Peace Bridge is a beautiful feature, for the money you will spend on this one you might as well make it the "new feature" down here. It will become the defacto "entrance to Downtown" and should say as much in its design. I would hope we can get a Canadian Architect for it this time please?

Both the bridge span below and above deck have attractive features that complements the surrounding area.

Blends into the environment best.

A curved shape integrates in the river valley and the natural landscape



Comments

Span below the deck. Being "flat", the new bridge invade less the current lanscape

"IF" this bridge and the green-line do proceed, I believe it would be a mistake to not make this bridge an incredible piece of architecture, all 3 options are very poor representations of what could be done. More effort needs to be put into making this bridge iconic especially because of its location running right through the heart of the nicest park, which this location is fundamentally flawed as I have previously expressed to the committee.

Span below deck, the arch above is not needed, a post in the middle of the river can flip rafts

None. Our park is better without a massive concrete train running through it. The train will not "complement" our park, it will forever diminish the value of our park.

None do. Running a massive train through Prince's Island Park is in no way a "complement". It is a disaster. This will be a permanent scar on our downtown park and was completely avoidable.

First choice - Bridge River Span above deck

Second choice - Bridge River Span below deck

Because it is surrounded by the natural park/area, it's just right to add an amazing bridge design more beautiful than the others

Span above deck. I like the idea, but this particular rendering is awful. The up arch feels like an mockery to the Centre Street bridge by being similar in form, yet so opposite. It clashes instead of complements it. The arch with smooth curves is just wrong with the basic piers. The piers have a large mass and look like the cheapest pier we could get.

I like the idea, I just really really hate the 3D bridge that has been rendered. It architecturally just so very very wrong.

The below span bridge is less obtrusive than the other two options. If we have to have a bridge - it's impact (visually, environmentally) needs to be minimized completely.

Re: the Bridge River Span below Deck option: 1 - it streamlines the skyline; it won't overwhelm the surrounding areas. If you're on the river or on the pathway, it'll present a more interesting underside/perspective than the other two options. It's also help with river flow by not disturbing it.

I suspect the Span Below Deck wouldn't have as much maintenance as the Span Above Deck.

Bridge River Span Below Deck - due to it complementing the architecture of the Centre Street Bridge (mirroring the arches); and as well (as a person that frequents Memorial Drive and the river pathway), it is the least obtrusive option overhead preserving the riverscape view as you travel along the riverbanks.

Again, the combination of the below and above deck arch forms are more complimentary to the surrounding area and befit the location in terms of scale and geometry. It draws upon or echoes other local natural and built elements. It is a fitting foreground element when seen against the backdrop of either the downtown skyline or the western horizon and distant upland edge of the valley.

The bridge span below deck looks much better, gives a better and more pleasing view looking south towards the city. The above span design obstructs a direct line to the other side and is "jarring".



Comments

Above Deck. The view from the bridge will be stunning. I believe that the multi-use sections should widen slightly at the arch section for 2 reasons: 1. to allow for narrow bench seating in this prime location without narrowing the path. 2. to allow slightly more navigation area for the sight seekers who will slow to stop in this area. More thoughts below...

Span above deck. True bridge should add to the city Architecture

Below deck. Complements the look of the Centre Street Bridge.

Span Below Deck - This design makes things seamless from above and does not block any view.

The Bridge river span below deck best complements the surrounding area as it is compatible with the historic Centre Street bridge

None. All damage the surrounding area. It may be possible that the bridge makes sense, but the City has not disclosed enough information for citizens to have an informed view.

Bridge River Span Below Deck is a lot cleaner looking, won't obstruct views from the train and doesn't interrupt river flow.

The River Span Above Deck allows for unique architectural style (mirroring other elements of Centre Street/Princes Island/Peace Bridges) and sits as a beautiful addition to the downtown cityscape!

Span above deck is the only one that's worth considering

The bridge with below deck span is preferred again. Structurally it has a look of strength yet is sleek and blends well with the environment.

Structure above bridge is more attractive from every angle.

The Structure under the bridge is terrible -- it looks like 1960's "futuristic"

Piers in the water is mundane, ugly, looks like the cheapest possible option and mucks up the water flow. No redeeming features.

As stated above, the below deck version mirrors the existing Centre Street bridge. It will be so close to the Centre Street bridge it should complement it.

Least damaging of three park-damaging options, none of which were necessary.

None. All will reduce the value of Prince's Island Park and reduce the quality of life for anyone who uses centre street.

Bridge river span below deck has clean lines above and leaves the river clear of piers

River Span Above Deck is a more stunning design.

Bridge span above deck.

Bridge River span above deck stands out unattractively in green space. The scale of it is also not large enough for an architectural landmark, but sizeable enough to be a visual distraction.

Minimal impact to sightlines from McHugh bluff.

The viaduct is just boring and ugly basically a 5th avenue flyover in PIP. The third bridge option is a modern looking flashy bridge that just does not fit in a natural area and contradicts the other nearby bridges such as 10th street and centre street. It's ugly structure on top of it not welcome. The arch span however #2 looks nice, fits the natural area and is not a eye sore. It also fits with centre street and 10th street bridges.

**Comments**

It's all poorly impacting the surrounding area, but at least the Bridge River Span Below Deck is slightly less ugly and doesn't impact river flow

River Span below deck looks really sleek from above, and below.

If a bridge is to be built the below deck has the most aesthetic appeal.

Bridge Viaduct. The pillars are straight like tree trunks of the trees surrounding the bridge and the office towers in the distance.

The curves of the other 2 look unnatural to me.

As previously stated and also it compliments the centre street bridge in appearance.

River Span above deck, I just feel this design is more aesthetically pleasing.

This is terrible and will be a complete disaster that bankrupts the City of Calgary

None are acceptable. A tunnel should be used.

The bridge river span above the deck will by far be the most dramatic and attractive addition to the river valley.

Bridge river span above deck becomes a landmark that would be cool. Incorporating a bike/walking path into the bridge would be even more awesome!

Blends in with the surroundings instead of being visually obvious

the arch of the supports for the below deck span is most attractive, the span above deck would compromise sight lines

Looks less like a giant line.

looks like a normal bridge

Below deck - most seamless integration from all perspectives, the most elegant choice, most closely reads off the form of Centre St. bridge.

It does not affect the bow and is architecturally pleasing

The Viaduct is the least visually disruptive design.

The viaduct appears boring an utilitarian for what should be an defining view of Downtown and area. The Span above deck appears too bulky and unnecessarily distracting. The River Span example appears to be both elegant and minimal.

Mirrors other bridges nicely.

Doesnt block the skyline

Above span looks nice and adds to the city while keeping the river free of obstacles.

Doesn't put piers in the river and adds to skyline.

Span below deck does not effect this sky line but still allows full river access

Below deck span blends in best. The above span stands out to much rather than blending in, while the viaduct has no visual appeal.

It is low key and stylish. Above is too much solid structure blocking view. Again, the viaduct has no character.



Comments

this bridge marks the gateway to downtown and as such must stand up architecturally to the surrounding architecture - centre st bridge, peace bridge, city sky line

I don't believe the illustration provided is nearly adequate enough of a design, but I believe a signature "span above deck" bridge is required for this project. If we are going to ruin the natural feel of the Prince's Island Lagoon, we should make sure it is a beautiful addition to the city and skyline, rather than just a barren megalith.

Span Above Deck. I don't think the bridge needs to be 'hidden or 'invisible' when considering how it complements the surrounding area. I prefer the opportunity for architects and artists to design a noticeable bridge that draws attention to Calgary's commitment to sustainable transportation.

Bridge River span below deck - this has similar archways to the centre street bridge and complements it. Add architectural details and lights to help frame views and celebrate the importance of this bridge as an entry into the downtown (or to festivals in park etc.). It should be a grand entry.

Less footprint of bridge in the river path

The approach and bridge designs make a mess of the neighbourhood view of the river and are not complementary to the greenness of the shores of the river valley. Go underground.

less impact to water sports and water flow

Bridge river span. Would be a beautiful addition to the calgary sky line .

The river span below deck bridge stays clear of the river which is important to maintaining the river. Keeping the bridge low profile is important to allow the natural area around it to be the focus.

Less interruption to river and less effect on skyline, the better

Its impossible for a bridge like this to be hidden or blend in, so you might as well make it a piece of art that people can be proud of

no bridge

It would be difficult for a viaduct or below-deck span to appear as more than a utilitarian concrete bridge from afar. An above-deck span provides more opportunity for a unique, signature design.

BRIDGE RIVER SPAN BELOW DECK - this one from the view from above highlights how having a flat deck ensures the park and the skyline doesn't have the bridge be too imposing or distracting to the view.

The arch span under the deck just looks the best. Those fancy suspension bridges like the span above deck just don't fit this area. Also the Inglewood replacement bridge used the same design and therefore will not be unique. The single arch across the river with no obstruction on top does not block the skyline and fits with the park as a natural place while a flashy suspension bridge would not. People on the bridge itself would also have their view interrupted by the overhead structure.

Bridge River Span Below Deck. Low visual impact on skyline and surrounding areas. Bridge River Span Above Deck is a strong 2nd choice; it offers unique design and curvature not found on many Calgary bridges (many existing are flat deck style). So long as unique and interesting



Comments

visual features are used (unique/colorful/visually engaging lighting is important , as well as design, etc), both choices are acceptable candidates in my opinion. I cannot stress unique lighting enough.

I prefer the river span below deck as it is the least obstructive to overall views but also doesn't look like it is just built for function entirely. The piers could provide an obstacle for boating and be damaged in a flood and just look ugly.

Bridge Viaduct or Bridge River Span Below Deck, both are fine with me.

The river span below deck seems to fit with its context. A unified bridge design that touches down in a sensitive and strategic way will integrate best with the landscape.

Span below deck looks best. See comments above

GREEN NOT GREEN !!!

This project is poorly timed. Wait until this crissi is over! We dont need to run a train line paralell to where there is already existing north transit.

Bridge viaduct and bridge river span below deck both look very utilitarian and aren't at all interesting. Bridge river span above deck, while subtle, will add some architectural interest.

Clean flowing look without tall structures.

Span below has cleaner lines above, with a graceful arch to compliment the river below. Viaduct does not recognize the existence of the river, it just plows across. Span above breaks the visual flow, and is less pleasing to the eye.

The span below bridge takes no space from the view. Unlike the span above bridge. Bridge viaduct is blocking the river with one of its structure in it. It's annoying for water sport people and it's an eye soar with all that repeated poles style structure.

The viaduct and span below deck blends in with the park and surrounding nature

The span above deck would complement the downtown skyline

The Bridge River Span Below Deck does not impede the river or the skyline and is subtle in its appearance.

Honestly they all look good. Although the bridge spans look a tad better

Seeing them in place, even virtually, reinforced my choice of either the bridge river span above deck or bridge river span below deck. In these photos, my preference is the span above deck.

None. All will cause unnecessary damage to Prince's Island Park. Competent political leadership would not have led us to choosing among three ways to damage our park.

The span under bridge has the least obtrusive profile

All are terrible compared to building the bridge beside 1st street, not through the central park, which was bare land until just a few years ago in the core. How we arrived at a position where the options all involve damaging our most valuable park should be explained. It is just terrible and sad. A bridge through our central park will be a scar that will never heal.

Same as above. No design and no taste being employed, so keep it minimal while not impacting the River.

The Span Below Deck is cleaner looking and lets the eye focus on the skyline, or, in the other direction, the natural escarpment.



Comments

#2 Bridge River Span Below Deck. It complements the Centre Street Bridge with its arch structure creating a neat photo opp and view. It has the coolest design when seen from the river area and looks appealing from all perspectives. At the same time it is not too flashy or tacky like option 3 (Span above deck) does. All in all Option 2 creates best look for the river valley, which should not have a flashy bridge in it. Option 1 viaduct is just ugly and I don't want to see a pillar in the water.

I choose this one because it doesn't look like a highway, it has personality, though it will need to be better when what is shown.

I like the arch of the below deck span. It reminds me of St. Patrick's Island and the skipping stone theme plus it compliments the Centre Street Bridge.

Bridge River Span Below Deck: not screaming for attention. low profile. the arc matches the look of the Centre Street Bridge.

River span below deck does not obscure views of city or nature.

Span above deck.

The whole river pathway system gets connected more so, giving users more options to cross, explore and utilize.

N/A

I think it is the best option for the park and skyline.

Again the bridge span below because it compliments the natural environment around it and does not obscure views.

The "Bridge River Span Above Deck" design pays homage to the Centre Street Bridge while being modern, unique and just enough flair that the other two mundane designs just don't provide.

Span Above Deck or Span below deck both look good. The Span Below deck looks slightly more appealing, but the Span above deck would be much cheaper to build and would not require river disturbance when being assembled.

NO bridge

Bridge River Span Below Deck is the least obtrusive, but still obnoxious and extremely damaging to the aesthetics of the surrounding area. None of the options "complement" the area. If it's absolutely necessary to have public transit upset a major thoroughfare and beautiful park because people can't walk 10 blocks from 16th Ave, then it should run underground.

The River span below deck doesn't obstruct the River for recreational use and doesn't impede on the skyline or command over the tree line and natural beauty of the Bow.

There is already a bridge at PIP, so I think this Green Line bridge should be lower profile.

I like the span below deck. It keeps a pier out of the river also if you look further down the you see the arches on the Centre Street Bridge, so they would compliment each other.

same as above

The River Span ABOVE deck is heavy looking and takes away from the skyline. Both the Viaduct and River Span BELOW deck have less visual impact. The arches of the River Span BELOW deck gives it a more polished, classy, rich look.



Comments

Span below deck provides a cleaner river skyline and better matches the spirit of the center street bridge.

Bridge river span structure below deck, because it minimizes the size and scale of the structure, and minimize impacts on river.

Now that I'm seeing these pictures, I actually like both the above and below deck options! I think both could work. I like the creative designs that could be added to the 'above deck' option to create an interesting look. But I also like the minimal look of the "below deck" option.

bridge River span below deck fits the esthetic of the area. it doesn't distract from the nature beauty of the river.

The bridge river span below deck is simple and elegant. It does not call a lot of attention away from its natural surrounding. Prince's Island Park is one of Calgary's most beloved parks. It should not be overshadowed by grand architecture. That is not the purpose of this bridge.

Lowest impact to skyline. It's the sleekest and will provide good view points for walkers/cyclists.

What is the total width of the Bridge River Span Above Deck concept? (8m -MUP + 3x Span width + >3.6m clearance + 2x Car width). This would make a perfect place to stay dry during a summer storm.

Which is Calgary's "featured bridge" and do we want visitors to Calgary wondering on weekends and off-peak hours why we need such an unused wide bridge.

Where is the planned parking for users and "admirers" of this bridge and how will access to Crescent Heights be controlled?

The river span below bridge does not interfere with the river, and the arch seems "respectful" of it.

It avoids a pier in the bow river, and the span below the deck feels less intrusive to the surrounding environment.

None "complement" the area. The area will be worse off after if this bridge to nowhere is built. All devalue Prince's Island Park an enormous amount, something that the City website disregards in its biased presentation of information that just asks for 'the best of three options' and 'which complements most'. This could be the most financially irresponsible projects in the history of Calgary and the City web site highlights and quantifies benefits but downplays or omits cost and risk.

Bridge River Span Below Deck is good as there is no pier in the water and does not affect the water flow and recreation on the river. Also there is nothing stand out in skyline.

Above deck slightly mirrors the bump from the bluff

Please note my previous comment, the experience from Prince's Island (PI) and McHugh Bluff (MB) will be entirely different. An above deck design suits views from MB (but may seem too tall/distant from the perspective of a pedestrian in PI), whereas a below deck design seems more "to scale" for pedestrians in PI (but looks like an ugly highway when viewed from MB). I suggest a composite design that makes the bridge feel more intimate to PI users, but also breaks the highway look when seen from MB

You need to either not build this as inexpensive as safely possible

Low profile; no effect on river flow;



Comments

Your question is deliberately loaded and manipulative. NONE of these bridge options COMPLEMENT the surrounding area. The River Span Below Deck does the least amount of damage.

"Bridge River Span Below Deck" (version 2) is non-invasive and allows the natural beauty of its surroundings to be seen and cherished.

Bridge river span below deck appears least obtrusive.

Bridge river above Deck looks modern, clean and fits for the modern downtown

All the bridges look like they will negatively impact the near by park area.

It matches other bridges in the area to give a consistent look

Looks best

It is less obtrusive to the skyline and the river

To provide something different, so that when people view our City, they know who we are by the visionary structures we build.

Avoiding disrupting the waterway is key. But the flat bridge with the span below deck is also the least obtrusive design with respect to the skyline.

thank you

As per previous statement - to my mind it is unquestionable that the Bridge River Span Below deck is the most ideal. It respects the uninterrupted flow and use of the Bow River but does not dominate the surroundings visually. In many ways this could be a modern interpretation of the Centre Street Bridge form as well.

Because, an architectural statement that adds character to the city is likely to add costs. Although, that would be my preference, the City, and Province are not financially strong at the moment.

The first one is boring and doesn't compliment anything. Thinking that this will be between the Center street and peace bridge, the below deck design will compliment those two better than the above deck design. The above deck, although nice, would look out of place.

Bridge River Span Above Deck allows for a pleasing visual architectural feature to the bridge.

The above deck bridge does not impact the river and looks better if you are at ground level.

My choice frames the city skyline while still having a contemporary presence. The viaduct is traditional and boring, the span above deck interrupts the city view. You may not think so, but it will be a distraction.

For the same reasons identified above. Less impact on the river and the look of the area.

This project needs to be re-assessed. With 30%+ vacancy downtown it may not be required

Span below deck is the best looking and blends into the surroundings better.

Quiet design that doesn't overpower the river and downtown views.

None of the designs are visually appealing

Again this one is the least disruptive to the skyline and tree line and looks more modern than the viaduct



Comments

The Bridge river span below deck best complements the surrounding area as it allows the bridge to keep a low profile in the sky and creates a visual connection to the river. Given how popular the river is in this section in the summer I think that connection to the river is key.

River span above deck and below deck work well here. The bridge viaduct I feel does not work as there is a podium in the river on that option.

Bridge aRibe Span Above Deck. Visually interesting, but distributes massing above and below the deck. May provide some wind protection.

The span below bridge would be minimal impact to the skyline, recreational and environmental impacts would be fewest

This project is not need now or years into the future. It is too bad your focus is one of a horse with on.

The arch design compliments our centre street bridge, but a combination of arch and cable suspension will compliment both Centre street bridge and Princess Island bridge.

Reminiscent of the centre street bridge and a good addition to the skyline

V

I think it that design looks the best one out of the three.

Bridge River Span Below Deck is the best choice because there is no pier in the river and would not have impact to the flow of water and recreation use. Also it does not stand out in the skyline to affect the view.

It's looks good

Can't tell the difference

I prefer the simplicity and clean lines of the first two options. I would choose the Below Deck Span overall, because it doesn't obstruct the water flow. As long as the cost was similar to the viaduct bridge.

Span below deck. Low profile, and no obstruction in river.

irrelevant question. When we have no money, the cheapest option is the best looking option. Besides, the difference in appearance between all 3 is minimal

It's cleaner

Any of the bridges will block light and destroy the city scape.

Bridge River Span Above Deck provides a focal point and is more architecturally interesting.

Adds a layer of modernity to the area as the peace bridge does

Above deck

the below deck. It matches the other bridges in the area but allows for some newer artistic elements that would stand out along the city skylines. it doesn't obstruct the view of the river, the skyline or surrounding parks

It's the best of 3 terrible options

Bridge River span below Deck. Looks similar to other bridge. No pegs in the middle of the water.

Above deck looks the best. Can it be a double bridge? One for cars one for transit?



Comments

New objects in the urban fabric do not always need to compliment or blend in with the existing fabric. They can be beautiful punctuation marks.

Bridge River Span Below Deck as it matches Centre Street bridge and doesn't create a barrier to river navigation.

Below deck... compliments the city skyline better

Makes sense

Keep the cost down!!!

Below deck span appears to minimize impact on river channel and provides a cleaner visual impact

Do not build this bridge at all. Having witnessed City Hall, many times, deciding to make a project work; surveys, town hall meetings, illustrations etc, and they all look very professional but mean nothing. The decision has already been made, they will go with what they want, disregarding any and all public input. Stop squandering my money. Don't make this another project where you ask for input and then reject all ideas but your own.

River span below deck - limited impact on natural features, doesn't compete with skyline

The Bridge River Span Below deck seems to complement the area the best. It blends better with the area and doesn't impact the view of the people who have to look at that bridge once it's built.

Viaducts are boring and lazy, and this will feature strongly in one of the 2 most important views of downtown. The span above deck isn't quite striking enough, however I do like the subtlety of the span below deck

Bridge span above deck best complements the surrounding area. The arch is a striking design that gives the bridge more than a utilitarian purpose, it acts a focal point.

I prefer the second choice because it has more of an organic feel due to the arch.

Put it underground

As mentioned, we already have several bridges with above deck features. A below deck span would be nice. Also important to keep more pedestals out of the river so river activities like floating can still be enjoyed easily

Bridge River Span Below Deck, is the only one that looks good at this particular spot. The arch above the deck is unfitting and ugly. The viaduct is just another boring bridge.

the bridge span above deck looks the coolest out of the three when looking at it from above. The span below deck looks the coolest when looking from below

The River Span Above Deck design is absolutely the best choice in terms of complimenting the surrounding area. It goes exceptionally well with Calgary's skyline, yet doesn't take away from it as it is still relatively low-profile. The other two options essentially look the same from somewhere like Crescent Heights. The city needs to put value in character bridges. Although an initially high price tag, I'd say the Peace Bridge has been successful in putting Calgary on the unique architecture map.

I prefer the viaduct because it is not trying to create an additional "feature" in the view from the top of the bluff and so it detracts the least from the view of Prince's Island and also from the view from Eau Claire and Prince's Island north to the bluff.



Comments

I think the river span below deck looks a lot better because it does not obstruct add visual bulk above the bridge. I think the arch beneath the bridge looks interesting.

Bridge span below deck is the least ugly.

River Span below deck. Much more pleasant to look at.

Simple and elegant

Fits in. Not too intrusive.

I feel the span below deck bridge will complement the area and the Centre St Bridge best

Less is more. It also needs to be quiet and keep the lighting minimal.

None. There was bare land beside 1st just a few years ago. How we ended up being asked to choose between three ways to harm Prince's Island Park requires some explaining.

Unobtrusive, don't block views and photos taken of the downtown area.

As per question above, the structure above deck only detracts from surrounding area. It also serves as a magnet for spray painting or climbing, neither of which is desirable.

Keep it low and streamlined in appearance.

The streamlines profile seems to portray the bridge as moving through the surrounding area as opposed to situated within it. This seems less invasive.

The below deck archway looks far more seamlessly integrated than any other option and also perfectly complements the Centre St. Bridge triple arches. The above Bridge arch looks like it would be an eyesore and in the way of photography/views from Crescent Hill. The under Bridge arch allows for clear views from both Crescent hill, and the bridge itself.

Question: Thinking about how you might use the multi-use pathways, please tell us your ideas for ensuring that the pathways provide a safe and enjoyable experience for all users.

Comments

We don't need pathways. We need savings. Not spending.

They need to be sufficiently wide, and also be intuitive for pedestrians not to wander into bike lanes and vice versa. Incorporate plants as part of the design instead of an afterthought. Viewing bays?

The pathways should be wide with plenty of room to create separation between all modes of transport. I would also like to see occasional spaces where people can stop to rest or just enjoy the view, similar to what is on the new 12th Street bridge between Inglewood and the Zoo.

I think that this would be a great idea in order to increase bike and walking commuters into the downtown core from Crescent Heights. Although the bike lane should be separated from the pedestrian area to minimize the risk of collisions.

There is no need to have another pathway! There are enough of already existing pathways! Ridiculous!



Comments

The MUPs are a positive feature. Please separate pedestrians from bicycles and scooters, with pedestrians who will spend more time traversing being provided with distance from the train and a better view of the river.

I want cyclists and other wheeled vehicles "separated physically" from pedestrians!!! No sharing. As a pedestrian using the CTrain bridge at 10th St, I witnessed many collisions and experienced hideously entitled behavior from cyclists. Your attempt to separate them on the Peace Bridge is pretty good, but you still have cyclists on the raised sidewalks and pedestrians in the middle part.

separate bicycles and electric scooters on one side pedestrians on the other

Ideally, the snow would be cleared in the winter. And more frequently than currently done along Centre Street North.

I would enjoy cycling on another bridge over the Bow River. Also it is great for pedestrians out for a walk around Downtown

I like to think that you can use any of those in both directions. If you keep cyclist on one side you are excluding the people to enjoy the view of that side. It should be shared in both sides

Separate bike and pedestrian lane-ways with clear visible boundaries that subsequently connect to the same-use pathways on either side of the bridge.

You need to separate bikes and walkers. Also please allow for a spot for people to stop and take in the beautiful view

This is a silly misdirection. Of course such pathway would be a wonderful feature, but without the City disclosing the costs there is no way to have an informed view on whether we should build such pathway. Can the City disclose whether this would be competitive for the most expensive pedestrian pathway in the world? Is such pathway really in the best interests of citizens when all costs are considered?

This question is like asking if the City built an unreasonably expensive 100 story skyscraper, how would you use the observation deck. This is consistent with the theme of the City's approach to getting feedback on the Greenline, which is to ask "which way should we do this allegedly wonderful thing" instead of informing citizens of all of the potential risks and benefits and asking "should we build the Greenline". The bias is unreasonable, especially for a project of this cost.

Multi use path as wide as possible on either side allowing for some benches.

Safety is the primary concern and suggest there should be a lane and good lighting for users on these area while enjoying the view and having fun!

gentle slopes, free clear width, no slip surface, well lit.

lights do not shine outwards (like it does in the current princes island pedestrian bridge from memorial drive) into people's eye, nor facing upwards creating additional light pollution. cut-outs like on tenth street and 14th street bridges have, would be nice for pedestrians to stop and admire the views out of the way of cyclists/other pedestrians.

Light but not glare for surrounding communities. No upwards light pollution. I'm a pedestrian, would prefer a separate areas cyclists vs walking. Also would be good with cut-outs like on 10th & 14St bridges so you can pause out of the way, even if are no benches, & take in the views...especially if there is only a long span of 450m with no community access. Community



Comments

access would be appreciated but minimal impact on surrounding communities. Prefer transit officers on bikes to patrol vs. cameras.

Might be worthwhile separating the cyclists and pedestrians by restricting each group to one side of the bridge.

I am an avid cyclist - and I frequently walk between from my Mt. Pleasant home to down town appointments - I would use the bridge often. Centre Street is not cyclist friendly - biking into the core is uncomfortable. Even walking the narrow sidewalk down the East Side of Centre from 7th Ave N is not enjoyable. This will be a perfect cycling & Walking route between the North Hill communities and downtown, and I think much safer that Centre Street Bridge or using the Crescent Heights Stairs.

Provide segregated use lanes on both sides of the bridge (one-way in both directions) with strictly-enforced speed limits for cyclists and pedestrian lanes nearest to the bridge deck edges on both sides. Separate lanes with a continuous curb (raised walkway relative to bike path) similar to that used on the recently completed Glenmore Dam bridge deck refurbishment.

Separation of bike paths and pedestrian paths would help to make it more enjoyable, either by good signage or an actual separation. I do not think that benches would work, as some one during the presentation suggested as it will impede traffic and will be dangerous, as kids or adults, for that matter, may stand on them and fall or jump over the railing.

Above Deck. From an enjoyment aspect, I think pedestrians will find this a long walk on colder days or rainy days. If the section by the arches also included an element of shelter, then it would break up that long walk across the river and provide some relief and respite.

I would use the bridge when riding along the bow river. Separate cycling and walking lane please

I would be a pedestrian. I don't need bubble wrapping. But a guardrail on the outside would be enough.

This is a fantastic idea! We would use it in all kinds of ways. Nice lighting on the bridge would be a must and as well some kind of cctv camera for security purposes.

Please consider separating faster traffic like bicycles and e-scooters from pedestrians and people who want to stop and enjoy the views

Walking sadly contemplating the tax debt caused by this financially negligent bridge for my children and grandchildren.

I plan to use it for walking and biking but am concerned by a non-fenced or non-secured separation between the pedestrian and LRT traffic. I expect injuries, death or damage to trains in the future with a lack of separation.

Was consideration given to perhaps having the cyclists closest to the concrete LRT barrier with pedestrians on the outside "tapered" edge of the bridge with river views? My experience on the Peace Bridge is that, despite the lowered centre cycle path portion is defined, too often the pedestrian clientele ignore this and are either walking on the cycle path, or dashing back and forth taking selfies along the river sides, making sustained or consistent cycling nearly impossible!

One on each side is really the clear winner

A solid separation from the train is needed and impediments to falling or jumping off the bridge are needed.



Comments

LOVE this idea! The Bow River Pathway system is very well used (especially during the pandemic). This would naturally fit into this system. As well, as a frequent pedestrian on the existing Centre Street Bridge I can say the current bridge pedestrian walkways are too narrow. It's difficult to pass other pedestrians, and bicycles make it risky for pedestrians. It would be nice to have an alternate pedestrian walkway. The current bridge pedestrian walkway is also exposed to vehicle exhaust - yuck!

My only use will be paying higher taxes.

Put up a memorial plaque identifying the insane price tag for one of the most expensive pedestrian bridges in the world. The City's misdirection towards 'success' and 'use of path', without sharing the actual cost benefit analysis (if any), is shameful.

Cyclists, scooters and other wheeled users are a disgrace in Calgary and a constant menace to pedestrians. There should be separate lanes for pedestrians i.e. with a barrier separating peds from the cycling and scooter morons. Using one side for peds and the other side for the trash on two wheels would work.

Probably best to keep "wheelers" on one side and pedestrians on the other.

No. Put the LRT train against far side of bridge pathway. Put 2 pathways, 4 metres wide adjacent to one another. It's just easier for every one and SAFER. Bidirectional dedicated lane for cyclists. dedicated lane for pedestrians, joggers. It will become a destination route because it opens up to Crescent Heights in a different, new way for people from north side.

Would prefer a same-level ride-through structure to avoid shadows over pathway that may pose safety risk at night. Illumination and open exposure to sky will encourage pedestrian / cycling use.

Left side heading northbound to integrate up to 2st St NW bicycle network, right side (northbound) to merge with east of Centre St Bike network on 1st St NE. Both 2st St NW and 1st St NE have lights at 16 Ave NE to allow further progress north, 1st St NE connects to 8th Ave NE to head further east.

This will be a scooter, Skateboard and cyclist hill bomb, definitely separate the two modes. A bridge with out a ugly structure on top will allow views in all directions. Pull outs so people and cyclists can stop and watch the river

I will be walking and biking on these pathways. I would love to have nice views, but feel safe. The path needs to be wide enough to accommodate all of us without collisions.

Make sure the lives of those who wish to walk are keep separate from bikes, scooters and all other forms of mechanical transportation.

Keep the electric scooters on the same path as the cyclists and do not allow on the same path that the pedestrians/pets use.

Two way traffic on both sides and many park benches on each side some facing the river and some facing the walkway so I can either watch people or the river.

If there is a pathway on each side of the bridge, one specifically for bicycles/scooters etc and the other side for pedestrian traffic, this could help reduce possible conflicts.

This is terrible and will be a complete disaster that bankrupts the City of Calgary

No bridge should be built.



Comments

Please ensure that there is a curb between where wheeled users and pedestrians move, with the wheeled users on the lower surface. A curb is a conventional indicator for different modes of travel to know where they belong. As well, wheeled use should be away from the guard rail so that people can stop and enjoy the view without getting in the way of faster moving traffic.

Love that MUPs are being considered. The wider the better! The future has much more foot and cycle traffic than what we currently provide. Including tricycles, cargo bikes, in renderings shows that you understand where we are headed.

Perhaps they could have pedestrians on one side divided in half (one way and the other) and the other side for cyclists divided in half (one way and the other).

4 metre pathways would be best, to accommodate travel in both directions on both sides.

Wind and weather shelter. Separation for bikes and pedestrian.

Clean sight lines for the pathway itself, well lit at deck level, lots of width to get by/around other users. George King bridge is great to use at all times of day, Reconciliation bridge, not so much.

None

The pathways should easily interconnect with the existing pathways in Crescent Heights (McHugh Bluff) and Eau Claire with clear waymarking.

This is incredibly important for cross-river connectivity. It is important that the connection to river pathways and the cycle track network on both sides of the river be made as seamless and easy as possible.

Definitely walking. Sounds great.

Add stairs down to the park

Lighting

Have good lighting and clearly defined direction of travel.

Lighting and benches.

Ensure bike lanes are separated from pedestrian lanes. Apply principles of universal design and ensure rest stops are provided. Where possible, provide shelter from the elements. Include interpretive features so that the experience of crossing the river gives opportunity to learn about the area's history and environment, including its indigenous history. Perhaps have rest / viewing stations with interpretive elements such as plaques or media.

First it is an excellent idea to add these. Separate bike lanes would be good. A calm pedestrian pathway would be a tourist attraction.

be wide enough, create good connections, provide areas for refuge

Ensure that there is adequate lighting (120% of regulated lumens/sq meter) all night every night. Add in sculptural light features projected onto the bridge, which can add a sense of pride and reduce risk of vandalism of the bridge. Add these pathways to top priority snow removal routes.

Clear and unambiguous signage. I see myself cycling, running, and walking across this bridge. Ensuring minimal grade would help control speed of cyclists/other non-pedestrian users.

Excellent idea. Separate bikes and pedestrians. Have shelter from hot sun and wind. Include a few Benches / viewpoints / picture points / could also add information about the river, or the flood, other interesting facts.



Comments

Pathway width, City 3 you 4 metres, Should be 4.5 minimum and more to 6 metres. Design for the future, not set up conditions for collisions or for people not feeling comfortable to use the bridge path due to discomfort with other people passing or being crowded. Design for people use-social cycling, young children cycling, faster and slower cycling. Same for smartphone user pedestrians.

Separation increases usage, decreases people frustrations, near collisions, real collisions.

Please separate the bicycle and pedestrian pathway for sake of seniors safety.

In my opinion any new foot path routes will be a wonderful addition to the city .

4 meters on both sides would be better for giving people their space. Seems like it is a long bridge, so multiple access points may be needed, and consistent help buttons.

Provide barrier btw lrt and pathway, one direction traffic flow separate lanes for wheels and no wheels.

It should be well lit at night, and wide enough for bikes. Maybe one side should be for bikes, and the other side for pedestrians.

since it will be impossible to use center street bridge from west of center once the train goes up center , it will be required

Pedestrian and cycling uses should be separated if possible. Many people will want to stop on the bridge to take photos or rest, while others will want to quickly cross it. The design should try to accommodate both types of users as much as possible.

Enough space for recreational runners, walkers, and those on wheels to navigate comfortably without bumping into each other.

Make the pathways one way, one side for going north and one for going south. Then divided those pathways so the cyclists and scooters get the inner lane on the partway and the pedestrians get the outer part by the railing, this should prevent conflict between slow people/pictures takers from the fast moving cyclists and scooters..

Adequate spacing for shared/multi-use aspect of pathways, adequate lighting, markings on surface of pathway, all in order to improve and organize flow.

I would prefer one side for wheels, the other for heels. Provide higher railing on the wheel side and with no places a handlebar could get caught to reduce the possibility of falling over the railing or just crashing in general. Also ensure a fence/railing/barrier between the train tracks and the pathway on both sides: a concrete "wall" 1m high isn't going to look nice or keep people from going onto the tracks to get to the other side.

Separate, pedestrians on one side and cyclists on the other side

I think providing multiuse paths on both sides is preferable to separating bikes from pedestrians completely. Pedestrians should be able to look out over the bow river on both sides offering two different experiences. Bikes and pedestrians can be sufficiently separated using paving cues or even paint. Pedestrians should be located on the outermost side for good views. City may need to enforce a bike speed limit in the downhill direction. The path needs to be clear of snow and ice in the winter.

Well lit.

**Comments**

GREEN NOT GREEN !!!

I will use the pathways both as a cyclist and as a pedestrian. I live in Crescent Heights. My experience with mixed use pathways is very negative - pedestrians are in the way when I am cycling, and cyclists almost run me over when I am walking. PLEASE DO NOT MIX pedestrians and cyclists. PLEASE take a look at how Holland organizes their pathways - it is extremely effective.

Mixed use on both sides with a center yellow line. 20 km speed limit with enforcement.

Considering the grade, wheeled transport will achieve considerable speed on the downhill, which will be hard to limit or police. Physical distancing is tricky given the width of the path. There needs to be different walkway and wheeled pathways of different levels to try to keep modes separated, similar to what is found on the Peace Bridge. One way pathways, east side up and west side down?

Ideally there would be painted lanes for bikes and pedestrians, but use for each mode of transportation on each side so that pedestrians can safely walk to the views and cyclists can easily dismount and pull over.

Great idea.

Bright focused pathway lighting and well marked lanes

Such a biased question. It might as well be a multiple choice among different ways to express how great the City work on this project has been. Calgarians deserve better.

They have to be safe, and have enough room for the expected volume. A tunnel will be better to isolate the tunnel from the effects of the weather like snow or hail. Please build a tunnel instead

Sounds great. Just like re-arranging the deck chairs on the Titanic. It's a disaster, but looks a touch better as it fails in a spectacular way.

Divide bike and pedestrian lanes with a barrier. Provide more width if possible for pedestrian lanes for strollers, kids, etc.

One path for wheeled traffic at speed seems safest, or at least makes pedestrians feel safer. Slow wheeled traffic, e.g., wheel chairs and strollers, should be on the single pedestrian path. This arrangement would have to include easy ways to access the two pathways from the land sidewalks.

Wheelers and Pedestrians alike will want to access the views on both sides of the bridge so designating a MUP for a specific use is not a good idea. Add a continuous shoulder or pull outs on the side facing off the bridge so people can stop to take pictures with out blocking the MUP. This bridge's views will attract people to take pictures on it, just like the peace Bridge does.

A separation of foot traffic from motorized traffic (bike, scooters, etc...)

Maximize the width, especially with our new pandemic world trying to past people on older bridges is very challenging (see Center st bridge). Incorporate scenic looks where users can stop and enjoy the view. Try to provide visibility to kids too through railings. Ensure there are very defined markings on the path to separate users and eliminate 'wandering' tendencies of pedestrians into the bike lane

the east and west sides should provide shortcuts to different destinations so the regular users can choose which side fits their commute better



Comments

Designated lanes for cyclists/wheels vs pedestrians

Similarly with the peace bridge. Having sections for bikers and pedestrians separate.

would like to see pedestrians on one side and cyclists on the other except for special occasions where it would be nice to have pedestrian only (fireworks, etc)

Separate cyclists and pedestrians

Make the space safe by illuminating it with accent lighting, not general flood lights suspended above.

Have MUPs on both sides of the bridge. Next to them have a slightly elevated curb separated sidewalk on each edge of the bridge for the whole length so people can stand on it and enjoy the view while being out of the way of MUP users

The pathways should not exist as it will widen the bridge and create a larger eyesore for Calgarians to have to look at when trying to enjoy and otherwise remarkable urban park.

Making sure they're wide enough and have drainage so there is no standing water that will turn into ice

well lit pathways with public art

have a lot of garbage cans and the pathways is wide enough

Due to all the summertime events, I really hope the City chooses to go wider (4 metre) than smaller (3 metre). I know it's costlier but it's the best plan for the future, and increased growth and development. Think there really needs to be good visual separations between the wheeled and pedestrian pathways, and particular attention when the two paths cross one another. Lighting considerations need to be planned for ALL seasons, not just summer.

Connection to as many other main pedestrian paths as possible - river pathways, downtown bike paths, etc.

Remove them. Bike and pedestrian access is already available on Centre St. To add this onto this bridge, it will make the structure too large and imposing, plus more expensive.

I think it might be nice to just have the pathway on one side, rather than on each side of the bridge deck. It gives you more opportunity to 'mingle' and bump into other people that are going for a stroll. Feels more connected. Or you could put pedestrians on one side and cyclists on the other. Sort of like the river walk. Definitely need separation for the cyclists in either case.

extra wide pathways are safer and more user friendly.

There needs to be some kind of intuitive separation of pedestrians and cyclists, as well as direction. Thinking of the Peace Bridge, the flow of pedestrians and cyclists works really well here. This bridge should be considered a success and used as a model for building successful multi-use pathways on the Bow River LRT.

Good separation from train. Also it would be nice if pedestrians and cyclists were separated. I find cycling the Peace Bridge annoying because the pedestrians just wander all over the bridge and don't move when I am trying to cycle past them. They don't get that they are supposed to use the sides.

WHY.. WHY? Who proposed this 3-4m multi-use pathway. They obviously don't live in Crescent Heights AND DO NOT walk/bike downtown from the north. No other LRT bridge in Calgary is similarly designed. Somebody forgot that trains would be passing within 2m of pedestrians at



Comments

what speed and generating NO noise? I wouldn't exactly say having a train pass by me closely as an "enjoyable experience". What will be security measures in place to prevent people from trying to walk the above deck spans.

Definitely separate cyclists (and any motorized vehicles including those zippy disability scooters) and pedestrians. Until the past year, folks have managed to navigate the mixed use pathways along the river fairly well, but this year the pathways have been invaded by spandex-encased aerodynamically-helmeted jocks who treat pathways as their private velodrome and also those who insist on riding side by side, basically bullying everyone else on the pathway.

If there are simple connections at either side of the bridge, then having one pathway for cyclists and one for pedestrians is good. If the connections are confusing then make both multi-use. Use different surfaces to delineate between uses, not just line markings.

The main use for this add-on will be in public relations textbooks as an example of misdirection to get citizens talking about the shiny less than 1% of the budget instead of asking whether the costs/benefits on this entire project make sense. How on earth are we over \$500B into this project and the City is not disclosing any cost estimate for 46km? Citizens cannot have a view on whether this bridge makes any sense without basic information such as the expected cost of the entire project.

I think we should use one side of the bridge deck for pedestrians to use and the other side for cyclists and e-scooters. It would reduce risk for people to use it. 3 to 4 meter is not wide enough for both way traffic of pedestrians, cyclists and e-scooters. We should provide a safe pathway for people who walk, run and enjoy time with family and kids. Please also make sure to stop cyclist and e-scooter to go to pedestrian pathway by mistake.

suggest having both MUP on the same side. More people = higher safety, which is important on such a long span.

Adequate lighting, wider sections / platforms with benches, murals. Is there any way to include a ramp from the bridge down to Prince's Island park?

I wouldn't feel safe wonder in this area so I wont be using it

Wheels on one side; walkers on the other side

Eliminate them, or put them under the deck. Your design to put them either side of the tracks is terrible. What exactly is the assessed need for MUPs on this bridge? There are plenty of existing options for pedestrians and cyclists to cross the river in this area. It is fairly obvious that you are including the MUPs to attempt to make the bridge more appealing. We don't want a bridge. We don't need these MUPs.

If it's practical to separate bike and pedestrian lanes, that would be safest. But we have lots of pathways without barriers between the two categories of use. Calgarians can and must learn to respect users whose mode of transportation differs from their own.

Somehow keep the trains quiet. Walking only a few meters away from moving trains could be loud.

Dedicatedly lines for bicycle and pedestrians and good signing

I would use the existing sidewalks on the center street bridge that have already been funded by the tax payers.

Separate path for cyclists and pedestrians



Comments

Separate wheels from pedestrians

Well lit, and have planter box for landscaping.

This would change my life and that of my family for the better! We are pedestrians and cyclists who have a small infant. We do not feel safe biking on shared roads with cars in Calgary. This would give us the ability to bike and walk downtown from our home in Tuxedo Park. It is so important to connect Crescent Heights and Tuxedo park to the downtown. Prioritizing pedestrians/cyclists will also make sure that Prince's island and the bluff remain beautiful places away from car traffic.

bike primarily, but would take visitors there to see the City/take photos

Adequate 'elbow room' for pedestrians is primary concern. monitoring how people use it is not realistic - so design that intuitively influences behaviours is important.

Physically separate pedestrian, and bike lanes.

Needs bike lanes.

Make the multi-use pathways as big as possible and with bigger rest/lookout spots. More people are choosing to walk, bike, or scooter so it is imperative that they are given adequate space on this new bridge.

I will be riding my bike on this bridge to work every week day. To ensure safety, one side should be for pedestrians, and the other side should be more multi-use. Much like the pathways you have along the bow river, where the two are separate. If you are building two pathways, then there is no other realistic option without creating turmoil between the multiple uses.

Pathways are imperative to ensure the area remains vibrant and used. If one side could be used for two-way wheeled transportation, while the other is reserved for pedestrians only, it would make it safer for everyone.

Separate mode based on user speeds is best. Using a low curb like the peace bridge to restrict bike movement is a poor idea when it's so easy for pedestrians to step into the path without thinking.

Definitely that the bikes and pedestrians are on separate paths, or that the paths are clearly marked to avoid collision

Hopefully some greenery on the elevated paths- trees or hedging?

The wider the better for this MUP please. People will want to use these paths on both sides for various reasons and so the design should be done in a way that accommodates all users safely like what is seen on Stephen Avenue. The Peace Bridge tried to separate modes but nobody respects it where as the East Village bridge didn't do that and seems to work better for everyone. A crossing over the tracks half way along the bridge between east and west MUPs would be a nice feature to have.

Try and minimise snow melt. Or try and have all the pedestrian cyclist areas exposed to the sun so that the snow melts quickly and does not leave ice that may be dangerous.

Separate wheels from heels travel, especially for southbound travel, where wheeled users may attain more speed. Need to ensure safety for all ages and travel modes. If using span above, consider how wind disruption might impact snow accumulation in winter. Ensure crying



Comments

connections at either end provide a framework for cyclists to safely & predictably connect with streets or ongoing bike infrastructure.

Ensure separation with the ctrain cars is elegant and not high chain link fencing. Use electrified tracks as other cities around the world have done to minimize visual impacts.

Really how many bridges does a 9 block area need. Too bad that my neighbourhoods only tranquil park is being destroyed by an LRT. That has limited ridership and limited value for carbon reduction. Majority of the downtown workers in these neighbourhoods up to 16 th Ave will likely bike, walk, jog or drive to work.

What I hate about Calgary is it's acceptance of removing trees and park space for LRT.

The green line must be centre street is truly wrong thinking. The green line is not so green

I love biking around that area and up the hill.

I assume this will not be disrupted.

I am concerned with what I saw during the live presentation and sketches of the bridge deck width.

I do not think it is required to have sideways.

I'm also sure this will not be a popular opinion.

If the current methods of biking and walking around the new Greenline are not disrupted then a new method of crossing our Bow River is not needed.

Have marked track for cycles and walking on either side

V

Ask the electric bikers to dismount.

I think it would be safe to have one side of the bridge deck for pedestrians and the other side for cyclists and e-scooters. Also visible signs and some barriers should be added to stop the cyclists and e-scooters to enter the side for pedestrians by mistake. Also benches can be put on the side for pedestrians as some people may need to take a break/rest on the way due to unexpected physical incompetence.

Multi seasonal use

Good idea

If the path is 3 metres wide the for safety pedestrians and bicyclists need to be separated. If it is wider the it could be shared. If it's shared the why not just have one path 5-6 meters wide? For LRT riders, I think that it would be odd to have paths on both sides.

Separate the fast movers (bikes, scooters) from the pedestrians and slow wheelers (strollers, wheel chairs. I would strongly prefer to have pedestrians and fast movers on opposite sides of the LRT track.

try to separate pedestrians from wheeled users

Make sure that the type of use expect is well signed. In the peace bridge the walking areas and biking areas were muddled because there were walkers everywhere and bikers and walkers were confused where to go.

The extra space for the pathways are unnecessary. There are plenty of access points to down town already.

Separation of cyclists and pedestrians



Comments

A divided section for cyclist and pedestrians, look out points for pedestrians wider is better, and a barrier between the pathway and traffic. There should be an easy and straightforward connection to sidewalks on either end. I don't want to have to search around for a stairway or ramp and the cross the road to carry on my journey. it should be unnecessarily long or convoluted.

Have bike lanes

Probably would be good to keep motorized vehicles like bikes and scooters somehow away from people walking. I have swung my arms out and just about hit a bike/scooter flying by, as they do not ring their bell or if you have a headset on.

Have cars lanes also, if there is bicycles on this bridge remove them from others

Make the paths wide and provide areas to stop and enjoy the view. A few years ago I toured Dublin Ireland with one of your City Planners. We were delighted with the prominence given to pedestrian traffic. Most sidewalks were 3 metres or more wide. The bridges from the oldest to newest were works of art.

Cycle into downtown for work.

Separation of wheeled users and pedestrians. Limit ability of pathway users to affect traffic flow.

Safety First! The pathways would provide an iconic route in and out of the downtown, with spectacular views. Just as the Centre Street Bridge is heavily used for photo ops, so will this Green Line bridge be a magnet for visitors and residents alike: it will take the Peace Bridge down peg or two in standing, poor thing!

Use existing pathways.

Two lanes on each side- fast and slow. Also, need to have Bullard/curb separation between traffic and pedestrian

Use the same idea as the dam on the Glenmore reservoir. It's been in use for a long time and it's not easy to off the path there.

Separated pedestrian and bike lanes would be a huge bonus - preferably on the same side and not separated from each other, since people make mistakes. It would be best if cyclists can glide down at a good speed, rather than being restricted to 10 or 20. A wider pedestrian area is a must.

4m wide pathways on both sides are a must! Include separate lanes for bikes and pedestrians, separated by a furniture space. The bridge is going to be very long, so places to rest, and places to enjoy the view, are critical. These areas can't be after thoughts that interrupt the flow of bike or pedestrian traffic (ie. people stepping into the bike lanes to take pictures like what currently happens on the Peace Bridge). The entrances to the bridge must incorporate design.

They should. connect to the existing river pathway system .Be well lit. No motorized scooters on them. Clearly marked delineating walking and bike path.

Put it underground

Slow lane, fast lane, separated

Seperate Cyclists and Scooters from the Pedestrians



Comments

comfortable places to sit; lookouts along the bridge; clear pavements

This is brilliant, and I'm so glad to hear we will be getting pathways with this bridge. Possible ways to ensure the bridge is safe for everyone include speed limits for cyclists, and signs reminding everyone to share the pathway. For connectivity sake with Centre Street N and 2nd Street downtown, I would not put cyclists and pedestrians on opposite sides of the bridge.

The S-shape bridge is very long end to end and will have a complicated at-grade interface with Centre Street. I feel that the bridge is actually too long to be attractive all but cycle commuters. I am an avid cyclist, but I would probably avoid this route in favour straight up Centre Street or 9th/10th.

i think the cycle path should not be adjacent to the bridge edge, to ensure that pedestrians have priority for viewing and looking over the railing. I don't think there should a separately graded area for the cycle path, and that there should instead be signage/painted lines. There should be periodic seating available. There should not be bike lockup/rest areas to prevent the path from getting overly crowded.

Make them one way and keep scooters off them.

Keep cyclists and pedestrians separated. These areas should be covered due to ice forming and creating a hazard.

On some bridges there are portions that pop out or bulge out for people to get a better vantage point view and maybe complimented with some benches. This might be a unique place to put some public art statues/paintings and give people a place to rest when crossing and enjoy the views.

seamless connections to supporting pedestrian and biking facilities

Safety is important. People jump from bridges in Montreal. Be careful with flooring, the bridge above Bow river from Prince Island to the curling building has lots of issues and it looks pretty bad.

Probably in conversation as a great example of misdirection, how to redirect the conversation to a minor, peripheral issue rather than the elephant in the room. The City has tried hard to not inform citizens of all of the potential costs of this project. Never has the City quantified the damage to the park or reduced quality of life to those driving on Centre street.

There needs to be clear separation of cyclists and pedestrians. The Peace Bridge doesn't work during busy times: there are raised sidewalks but pedestrians step off them into the path of cyclists. When there are people with strollers, people stopping to take photos, and cyclists trying to get to work on time, it is a recipe for conflict. The speeds differ too much depending on what people are doing, and it doesn't work well.

It needs to be clear where bikes belong and where people belong.

The Peace Bridge has separate lanes for cyclists, which seems a good idea. Include enclaves (?) where people can move off the main pathway to stop to photograph or observe the scenery. Given that the bridge will be above water and probably uncovered, consider what surface might provide more traction in the winter.

Ideally, would be to have a large 4-6 metre wide Multi Use Path on the east (downtown) side of the bridge. It doesn't make any sense to have a footpath on both sides, as people will likely use the downtown side more anyway due to the view. This path could have a 2 way dedicated bike



Comments

lane, further increasing Calgary's cycle path network, and further encouraging bicyclists to travel from North of Bow River into the downtown core. This would also ensure that E-Scooters are ridden safely in summer.

Question: Please use the space below to provide comments on any other aspect of the bridge structure and form, how the bridge should fit into the city landscape or how you envision using the bridge.

Comments

Just stop. This line is not needed. Save our money.

I see it as just a link across the river. Don't overengineer it to make a bridge that is too much. Our river and surrounding beauty should not be taken up by it.

I wish it was a tunnel, but the idea of having a walk/bikeway that can increase the mobility of Calgarians is a great start. It might also be a cool idea to have a area's along the bridge where there are benches. These locations would be perfect for photographers and people in general who want to enjoy the views of downtown and the Bow river. Making them as a "bump out" area would also help with congestion along the bridge.

I just want to start of by stating that initially when Calgarys economy was booming, more transportation was a huge benefit to our city. Since then not only does Calgary keep proving to lose its residents, increasing (30%) downtown vacancy rates, no sign of a recovering economy, massive provincial deficit, I can't begin to think for one second that this project should even be a consideration anymore. The worst part is that the initial rendering that made this stand out has now been completely redesigned to look like a 1980s low budget project, an afterthought, architecturally bland and disappointing structure. I strongly ask that you reconsider not only this poor design and its location, but the objective of this project. Calgary needs people, NO ONE IS GOING DOWNTOWN.

I am against this nonsenses project! Stop destroying Prince's Island Park!

I am opposed to the bridge and would prefer the tunnel that was approved in the 2017 engagement process, so any further comments are impossible for me.

I don't use public transit much anymore having moved to the Downtown core, close to my place of work. I do like to walk along the river pathway system and expect I will use the new bridge quite a bit. I expect my interaction with the new bridge will be as a "pedestrian". As a resident whose view will be dominated by this new bridge, it would be nice for it to be an enhancement rather than a detraction. This bridge has the potential to become an architectural icon for the city, and good design is a balance between cost, form, and function. My great uncle, City Counsellor James Garden, was instrumental in the construction of the current Centre Street Bridge; it is an icon and is most certainly a reflection of this balance for its time. The Peace Bridge was panned for its cost, but after all was said and done, it turned out fantastic and is a good balance of these driving constraints. If you are going to do it, do it right! Make it beautiful! Make it cost effective! Build it to last!

I would use the pedestrian lanes to cross the river

The bridge should be a tunnel.



Comments

It should be designed by a reputable artists, designer of architect and it should surprise us. A great example is the Peace Bridge which integrates greatly in the landscape

I may walk the bridge using the walkways or ride the LRT. The bridge with the span below the deck is easy to merge with the modern current area (the Bow building and existent structures) I do believe more of this area should be for pedestrians note like Stevens Ave. with restaurants and commercial areas. This will bring more vitality to Chinatown

I think this location for the bridge and green line is fundamentally flawed.

I think the budget for this project is unfair to ask Calgarians to shoulder this during a economic downturn along with COVID-19.

I think the way people use public transport and work from home has been permanently altered from COVID-19 and moving forward with this project without knowledge of its need in the future is irresponsible.

The bridge needs to be more of an "iconic" piece of architecture, not just thrown up.

I will bike walk and jog over this and stop to take pictures

In the City's live presentation yesterday, the City highlighted the benefits of the full Greenline (46km), but provided no information regarding the full anticipated cost to build 46km and refused to answer any questions regarding the anticipated cost of the full 46km. This is not an honest approach to getting meaningful feedback from citizens. The City communications have such a bias towards proceeding with this project, without providing a cost benefit analysis on either the full 46km, or 2B in isolation if the full train does not proceed, which is extremely concerning. At some point, the City tax bills to citizens and businesses will hit a tipping point that will be difficult to recover from. This project's similarity to the Simpson's Monorail episode is apt. Citizens are being misled to pay for a train that will never be worth the cost.

Make sure to save all public City documents on the Greenline so in a decade, when the outrageous cost of this project to all citizens is known to massively outweigh the benefits to relatively few citizens, academics and journalists can write papers and articles regarding the government propaganda and weak leadership that led to such disaster to hopefully avoid repeating this disaster.

Provide lighting and wide open pathway entrances and exits on the north and south ends. Provide some signature lighting on span in a manner to compliment the lighting on Centre St Bridge.

As long as it's safe and quality build that will last for generations to come.

the span below match the curves of the river and

it blends into the city sky-line and doesn't claim as a dominant view-point

It is very close to the Center Street Bridge. The design should complement it by being either very similar in mass and form, or being very different.

I don't actually anticipate using the MUP unless it was part of a walking/running trail with interesting features along it and it connected at the top of the slope with the Sunnyside pathway system. I do not support a connection with this bridge and Memorial drive - there are existing connections I would use first right now. it would become too cluttered and busy with too many connections - simple is better.

I'm not in favour of a connection between Memorial and the proposed Bow Bridge; there already is a connection between Memorial and Center St Bridge. At most I would use the LRT to travel



Comments

north to the airport once connected. Otherwise I would only use the downtown to Ogden section of the new line to commute for work.

Will provide amazing views of downtown, the river and parklands. Avoid building connections off the bridge to Princes Island or Memorial as those users are already served by the multi use footbridge over to Princes Island Just East of 3rd St NW in Sunnyside. One additional concern is to ensure that it is easy and safe to navigate getting onto the multi-use pathway from the North side, where i expect some type of pedestrian level crossing where the train has to cross onto Centre Street. I do believe though that this bridge and the multiuse pathway on it will allow people from the North Hill communities a safer and more enjoyable way to cycle or walk downtown than the current walk down the East side of Centre Street and either having to walk bikes down the bridge sidewalk, or ride in the very aggressive traffic across the bridge deck.

I imagine the bridge will be an exciting and engaging structure that will be a pleasure to use by any mode (transit, walking, wheeling); it is a foreground focal point and frame of distant views; it is an elegant curving plane that lets you glide through the tree tops and vault across the valley; it is an arch or gateway element to pass beneath and wonder at; a compelling, athletic, graceful and muscular structure that expresses its function and the forces at play in fulfilling that function.

I believe that the rendering presented of the bridge with the span under the deck is the more elegant option and would less impact the view for people living in the condominiums on the Eau Claire side and people using the promenade along the river and Prince's Island.

To recap, the Above Deck option allows the best opportunity to provide variety and interest along the way, to widen the path to enjoy the view, to provide bench seating and shelter as a respite on the journey and make this a pedestrian destination rather than simply a path from Centre Street to Eau Claire.

Graffiti proof it.

I envision using the bridge a lot! Not only to get from point A to point B but to chill out and take in the views. Like the one gentlemen said, it spans going west for quite sometime. This would be nice for all kinds of mountain sunsets etc. The only other place that you would have views like this is up on top of Crescent Heights hill where the Jewish Church is and all of those properties facing downtown. This would be great for all kinds of tourists to be able to walk along and stop, hang out and take some incredible photos with the skyscrapers in the background! Thank you so very much!

The multi-use pathway will be a wonderful improvement to the experience of climbing the escarpment to Crescent Heights as a cyclist. It will be much more accessible for new users and people of various fitness levels and abilities

I'm disappointed the City will not disclose enough information to have an informed view on whether this project is likely to be beneficial to citizens of Calgary. In the absence of transparency by the City, and the City's website being highly biased towards the Greenline proceeding, it is hard to have any faith in this project. I know that there are many fantastic people involved in this project, but the overarching theme seems to be weak political leadership leading civil servants not willing to raise the alarm, with the net result being the worst financial disaster for Calgaryans in history. I hope not, but there is a lot of smoke...

We need sensible planning of the bridge to ensure no cost overruns, longevity and security for pedestrians.



Comments

Please consider a naming feature for this bridge, which, as a volunteer with Fort Calgary since 1973 was the original officer in charge of the original NWMP Fort Brisebois. Even though he was superseded by Col Macleod to change the name, today only Brisebois Drive in NW Calgary retains his name. Since he was the original officer he never got recognition. Please consider Ephram Brisebois as a suitable original Calgarian to have his name used for naming purposes. Please share this with the committee.

I will walk and cycle on the bridge. Below the bridge will be a habitat for some wildlife hopefully. From my personal perspective, I just want this thing to have the least hideous impact on the Island. I'm pretty sure that I'll never use it, I just don't want it to create an ugly under-bridge area in the Park

This City feedback form is unprincipled propaganda. Without providing citizens enough information to have an informed opinion, the City asks questions about 'success' and 'how would you use it'. This is misdirection. The City website does not even fairly present the fact that 2B is conditional.

This project is a train wreck. A massive industrial train through our central park is a negligent and completely unavoidable outcome. There was bare land beside Sien Lok Park just a few years ago.

I would use it if it safe for pedestrians otherwise it will be another rail bridge.

While I would have preferred a tunnel under the river with minimal impact to Princes Island, if a bridge is the only option, then I feel it should be a stunning design which is why I prefer the River Span Above Deck. I still am quite concerned about the impact on the south river bank as the bridge slopes down to the Eau Claire future LRT station. I would use the bridge regularly for walking.

Please put some lights also along the way. Make solar energy powered..try some lantern styles. Please separate cyclists from pedestrians with their own separated pathways. City now has experience with previous infrastructure in city to do a good job. Don't fail us in Calgary. The pandemic has shown to people how to get around in a more healthy way via active transportation.

Would also prefer same-level ride-through structure to avoid clearance issues below deck. The deep structures below deck associated with a ride-over structure is more obstructive to the sight line when looking up at ground level.

As a Crescent Heights resident I envision walking or cycling downtown across the bridge. As it crosses green areas on McHugh Bluff and on Prince's Island would like to see how best to merge natural greenery improvements to blend the bridge in.

Please go back to the tunnel option.

I am saddened to see the wet lands ruined.

Please do not use garish colours on this bridge as was done for the Peace Bridge. Please use natural tones.

Thanks

Put some trees and plants on the bridge. Carry the flow of the banks up to the bridge deck. They can also provide some shade when I sit on my bench.

**Comments**

Somehow incorporate into the bridge design show the progress of the City of Calgary, from its inception to where are now and into the future.

This is terrible and will be a complete disaster that bankrupts the City of Calgary

No bridge should be built. A tunnel should be used.

The need for this bridge to improve multi-modal access from downtown to the north hill should not be dropped.

The sooner it is built the more of a success it is. Doesn't mater what path is taken just get it done. It is not what decision you make it is just that you make the decision and then make it happen.

Thank you for the choices!

the key to this projects success is to minimize the ecological impact and public safety issues that will come from shading and viewshed impacts of the bridge. i am not convinced that these concerns have been adequately recognized, let alone addressed.

I'm in favour of an above deck form, in principle, but don't care for the proposed design, except that it is distinct enough from all the other forms seen in the core to stand out as unique. I'm unsure if it's better to more closely resemble a neighbouring structure or stand out completely. I've chosen elegant, but am not 100% convinced. My favourite bridges to use are George King and Prince's Island, which are functional and beautiful. I use existing bridges and would use the new one for leisure activity, cycling and walking.

None

I will use the bridge pathway for cycling and I'd like it to blend in as much as possible so it doesn't detract from the river valley. Please, PLEASE !, don't light it up like a fun fair with garish colour-changing LEDs.

The bridge design should also be considered as a "place" in the same way the Peace Bridge created a sense of place over the river. On the bridge and beneath the bridge should be considered to ensure the bridge not only enhances connectivity but sense of place as well.

Building this bridge ovetop of the park will create a ground for homeless people to gather. Building it there is a horrible idea, and you are destroying the best green space in downtown.

Biking over the bridge and taking the train to 16th ave/9th ave to get great food

It is crucial to get this bridge built. Dont let the UCP fuck it up

Prominently acknowledge the indigenous history and importance of the Bow River to the Blackfoot and other First Nations. This could be accomplished in part by an appropriate name for the crossing. Work with elders to find an appropriate way to honour the First Nations as an integral part of this project.

If we are going to pay a lot for this, make sure the bike and pedestrian pathways are done right and get enough attention. Centre street bridge access is too narrow. This could be a real winner if it is given enough priority.

Saying the bridge should blend in and not distract from the skyline or views is a cop-out for not spending on the bridge and its architecture. The bridge has to be a strong addition to the skyline, one designed with purpose as a gateway to downtown enhancing the experience.



Comments

Please pick a great design. We as a city have had far too much upsetting news regarding the Green Line. Do not choose a barren megalith, or we will be stuck with a hideous structure ruining one of our most beloved public spaces for a century.

I plan to use the bridge on a regular basis to access downtown by either walking or by bike/scooter. It is such an opportunity to add some beautiful architecture and create a human scale experience - It is my sincere hope that this comes about.

The City should postpone the consultation of this luxurious project during pandemic. The City should even reconsider if this project is really needed? Above river bridge is a bad idea, underwater tunnel is too expensive. Why Greenline needs a downtown portion while downtown public transit is already well networked?

First of all, for the Green Line to be a real success it needs to be able to move people to their destinations at least 10 to 15 minutes faster than by car. If not, people will continue use their cars and this mode of transportation will increase with detriment to the quality of the air, people's health, and future construction and maintenance costs of roads. Part of this and for long-term carrying capacity without the limits of the C-Trains, the whole line needs to be underground. Think of the mess that is 7th Ave now. Think of the view blockage that the current number of Bow River bridges provide through the downtown with too many bridges. Building it now, especially underground is much less costly than to fix this design decision in years to come. So, go back to an underground Green Line. Learn from Toronto's experience and its final solution on Spadina St and Queens Quay of an LRT system that can move fast and has signal priority over all other users. Reduce car lanes.

The City should still consider the option to let Greenline has a northbound and southbound branch without a bridge cross the Bow River (i.e. to skip the downtown connection), it will save the money, save the Prince Island park nature beauty, avoid creating noise to the Waterfront buildings which are too close to the bridge.

I will use the bridge for transport the route . And also for the recreational aspect of the pathways and new view from the bridge would be a great place to take photos from showing the city in a new aspect.

Design of the bridge underside at Princess Island Park and the Riverwalk will be important. Reducing the number and size of the bridge piers, and giving them some good design will be important to keeping the park underneath attractive.

Low impact better, nighttime lighting needed. Like warm patio lightbulbs over pathways would be cool

wait until we have the money to tunnel, this dream of people not using cars is delusional

Scooters, I imagine lots of scooters will be using the bridge. The view from the bridge will also make it in itself a destination, not just something from A to B. Make sure you accommodate such a use by providing places to stop and not be in the way. If you choose the arch under the bridge design (you should) , it will also become a photographic location and a pull out to enjoy the bridge from may be required on the river pathway itself.

Lighting is important! Colours, design, visually interesting features, etc.

Installing nest platforms for osprey or other birds may be necessary, but consider whether the presence of the pathway will result in aggressive birds: maybe near but not on the bridge would be better. Anything that can be done to add some life to the bridge, in the form of plants, would



Comments

also be good. Perhaps some "bump outs" with a bench or two and some big planters in 2-3 places on each side? Also please ensure that the pathway has night lighting, but not obnoxiously bright like street lights; soft and unobtrusive

In addition to a multiuse pathway consider if smaller suspended pathway connections across the river makes sense (memorial to island). How the bridge lands at the eau claire riverbank is crucial.

Right Through the Middle

The key objective of the City of Calgary Environmental Policy is: "Integrate environmental consideration in all decisions and approvals relating to growth, planning, infrastructure, transportation and development." The Green Line decision to traverse the Bow River contravenes the city's environmental policy.

The east end of Prince's Island Park (the Central Park of Calgary) consists of a wetland, a unique forest glen, and the Chevron Learning Pathway. Shouldn't the Green Line protect and/or avoid these incredible natural areas ... the Green Line goes RIGHT THROUGH THE MIDDLE.

I want you to imagine that someone in New York City proposed a bridge to go over Manhattan Central Park ... absurd!!! Yet, here we are! The Green Line is building a bridge right through Calgary's Central Park.

Look underneath any bridge, in Calgary, you will discover:

- Environmental Degradation ... NOT GREEN !
- Graffiti ... NOT GREEN !
- Garbage --- NOT GREEN !

GREEN NOT GREEN !!!

This whole project is a fiasco. I strongly recommend council reconsider this project when we have the money to do so. not amidst the worst economic crisis in city history.

Please make it an interesting architectural feature, and not something bland / ordinary.

Functionality is key and it must be nice to look at from all angles.

Minimalism is modern and clean looking, but it would be nice to have some distraction from the 'concrete slab' effect that is created by it. Could there be a texture, or a form with subtle variance that creates a more artistic experience? The steel box parkade at SAIT is completely transformed by the clouds that are cleverly incorporated in an artistic yet very functional way. Can we make this concrete span more like a work of art?

The bridge should be first and foremost designed to carry the train across the river. Not to be a stand-out art piece or "community hub". It is an expensive piece of infrastructure already and visual or social enhancements can be made elsewhere at much lower cost to the taxpayer.

Do it right like other modern cities.

Hopefully riding the train to work

Political approval of 2B is conditional. Let's hope political approval is withdrawn or the conditions for 2B are never satisfied. If this bridge is built, it will support a trainline of about 1 kilometre north of the river with no knowledge of whether any more trainline will ever be built. How does that approach a baseline of common sense? The project is so reckless. Despite all the glossy pictures, this could be the worst financial project in the City's history.

Please build a tunnel, instead of a bridge. This is a cost cutting measure that will lead to long term pain for a short term reduction in costs. It's critical that as much as possible of the LRT is



Comments

below ground so that it can run more smoothly and easily, and to lessen the impacts on traffic. Let's build an LRT system that will last for decades, instead of screwing up traffic and having a lot of difficulty getting around like the current situation with 36th street ne

The City has been talking about this project for more than a decade. Aside from negligence, is there any explanation for how citizens are being asked to choose from three different ways to cause permanent harm to Prince's Island Park?

Ideally, you'd engage an architect and engineer to create a beautiful bridge. But, if this is the only option - then keep it minimal. Use led lighting without blue light please. 2700K or warmer.

Living on the east side of Centre Street, I expect to use that bridge the most. See the trains and the people on the other bridge would provide good visual interest, especially when walking south from Crescent Heights.

The bridge with the arch below it is the best option, make sure there are pull outs for taking pictures and possibly even benches. Make the views unobstructed. Add lighting in a way that will not let the light posts block the view. Make it easy to access from the river pathway on both sides of the river (a MUP connection up the hill from the river pathway to the north side of river so users can get to the bridge and the main street).

I want a lot of thought put into what is happening underneath the bridge on Princes Island. Most over passes have a dead space underneath that gets forgotten and turns into a wasteland, which would greatly damage the usability and atmosphere of Princes Island.

Please work to provide easy pedestrian / cycling crossing over bridge at center street. That stretch of sidewalk (from end of path to bridge) is so narrow currently I cannot even pass someone safely (whether on my bike or pushing a chariot)

The City's presentation of this project to the public continues to be unreasonably biased. The City highlights and quantifies any possible benefits and omits or understates (and never quantifies) the potential costs. The City highlights the all of potential benefits of the full train line from the north of the City to the far south, but only mentions some of the costs of part of the train line. There is a difference between honestly presenting all of the potential benefits and costs and reaching a conclusion for citizens to consider and, instead, misrepresenting the potential benefits and costs. There are significant costs that the City either does not present or understates to citizens: potential for cost overruns, expected operating costs, costs to build the remaining 50% of the planned trainline, traffic congestion negatively impacting citizens daily and the irreparable harm caused to our central park. This risk of this project should be fairly represented to citizens.

Lighting would be a nice element

Make the space safe by illuminating it with accent lighting, not general flood lights suspended above.

Stop the project. We have lived without it for years, take some time to evaluate the greater economic outlook for Calgary. We are going to have to pay for COVID debt, this is not critical to our existence, and that is exactly how we have to start thinking. We have massive unemployment, massive business failure. This is NOT a necessity. We have to start thinking that oil will come back. It is not, and we don't have a plan to replace the income from a high-paying industry. Please, stop using supply-side economics in your evaluations. It leads to debt.



Comments

The bridge should not be completed. The north leg of the Greenline running to 16th Avenue is ridiculously short. If it serves as a start of a future buildout, it should be saved for a time when the line can run a distance that will actually provide value and when Calgarians can be certain it will actually be used. There's too much uncertainty in the economy, and we're already in too much debt to justify this folly of a project.

Personally, I wish the LRT was above with the pathway(s) below. This wasn't even given as an option, but I would like this opinion recorded, thanks. (This method is used on the LRT Bridge beside the Louise Bridge and gives a better experience to pedestrians and wheeled users. I would guess it's also safer... but extremely costly. Still, perhaps it's worth it?!

The Greenline and bridge should be changed to go into the side of the hill and run under Centre St. The current approach to run above ground on Centre St. is flawed. Centre St. is a major artery to downtown, and to remove 2 lanes (50%) of traffic would terribly hurt traffic movement. This would hurt not just Centre St. but also 16th Ave., 20th Ave., Edmonton Tr., and 10th St. NW arteries via increased congestion. This hurting of traffic movement does not make for a better city, rather it inhibits business efficiency and increases citizen frustration. Please note that this concern was the top concern raised by citizens in the round of feedback that was obtained by the City in spring 2020, after the change to run the train on the surface was announced. And I would suggest that if a statistically accurate survey was done of citizens, the vast majority would not support the hurting of traffic movement in this way.

The bridge must be quiet. People should be able to enjoy Prince's Island park and McHugh bluff without a loud, screeching train going by. Also, people should enjoy strolling across the bridge and not have to halt their conversations as a train roars by. Please make sure the train is as quiet as possible.

I would be interested to know more about the entrance and exist points of the bridge. After watching the February 23rd presentation, it sounds like more of a commuters bridge that is less about the leisurely stroll and more about getting from point A to B with little to no entrance or exit points. I walk around this area daily, if the bridge were accessible I would use it in part of my loop to get from the island or eau claire to McHugh Bluff. I think this is a huge opportunity to redevelop eau claire which would bring a lot of life back to our core. This should be a huge focus point for this project! Also, please share with us how you are planning on mitigating the harm to Princes Island Park and the wildlife Calgarians enjoy so much.

I would use the bridge on weekends as an alternative for entering downtown. It's nice to have some different options when cycling for pleasure on weekends.

I live in Crescent Heights and I have absolutely NO reason to use this bridge. The existing CentreSt Bridge and existing pathway routes through Princess Island meet ALL my requirements. (with the exception of the Jaipur Bridge being closed which adds to my walk time). Please justify the MUPs and provide LRT Bridge only illustrations WITH cost differentials. A far better and safer bridge would be spanning the bluffs above Centre St (where LRT joins Centre St.)

NOT having MUPs will make a huge difference in the design of the McHugh Bluff/Crescent Heights landing and the curvature of the bridge itself.

NB I have NOT made a choice about the Bridge design because there are too many considerations and variables not taken into account. What right do Calgarians that are not impacted by this "feature" have to say about its design. This is NOT going to be an "O"



Comments

There should not be seating on the bridge, but those "parking bays" on the 12th St Zoo bridge are very popular and do not infringe on the pedestrian traffic flow.

Please do not build this bridge. Please.

Please add some benches along the pedestrian path way for people to take a rest if needed.

likely to use the bridge biking or riding on the train. Probably less likely to be walking unless going between 2 points that this is the shortest route, since the bridge curves so much

Please pay attention to the details and design. No one wants this to look like a highway / 14st overpass. Please incorporate modern design to make it appealing and attractive to Calgarians, so that we may continue to shift the commuting patterns of residents.

Some one need to STOP re evaluate this project and say OK what do we do and be 100 % transparent with the public so they can see you are weighing the pros and cons

I don't need the bridge. I don't want the bridge. I want the Green Line LRT - it is a great project for Calgary. BUT, with a tunnel under the Bow River. Your decision to eliminate the tunnel is for short-term gain - to manage project cost. But the impact to the area will be permanent. It is a terrible decision. You all should be ashamed of yourselves for forcing this bridge onto Calgarians. This will be a permanent stain on your personal legacies. Each of you will be remembered for damaging this area with this awful bridge.

You need to look again at the Canada Line in Vancouver. Aside from the fact that it was so pathetically under-sized in terms of capacity (short platforms), they made the right decision to bury the line through the city. They invested wisely in a tunnel through downtown. The line has no visual impact in the city of Vancouver.

The LRT aspect of this bridge is the most important to me. Please don't delay, as the cost of building the Green Line only keeps rising with the extra time we have to wait before starting construction.

It should fit with all the design around and we will use it by car and bicycle

This LRT project and bridge are a must and I am very supportive of the bridge and Green line being built!

I appreciate that there is an opportunity to include other modes of transportation beyond the LRT Having multiuse access to the bridge is important. But let's not forget the visual impact of the bridge and make it architecturally pleasing.

I am very happy with the proposed design! Prioritizing multi-use design for pedestrians/cyclists is the most important part for me.

Currently the Cityof Calgary is unique with bridge structures that generally do not dominate the skyline or compete visually with other architectural expressions. The iconic Calatrava bridge is unique and strikes a silhouette that does not introduce a skyline profile. I would support a more 'iconic' structural approach but it should be sensitive and informed by context. the design will be seen form all angles.

To make a statement and show forward thinking in line with architectural moves that "reclaim" urban spaces, the bridge could harbor commercial spaces with an indoor/outdoor passage for pedestrians, with restaurants/cafe/bar, stores that provides income to the city turning a bridge



Comments

into a lively spot that will help to join people from both sides of the river, and will make it a vibrant spot.

Would like to see something that makes a little bit more of a statement. These all seem like generic bridges, not unique to Calgary.

I believe the bridge should be attractive for pedestrians to want to seek out and cross. The pedestrian paths should be designed so that users are somewhat sheltered from ctrain noise so crossing could be enjoyable.

This bridge should act as a gateway to the city centre, open up new possibilities of design within the city, and create safe transportation options for everyone to cross the bow river. It should be a destination much like the peace bridge, it should be more grand than you have planned while still keeping a low profile, and lastly separate faster transportation from slower transportation.

Do not let the UCP renege on this project. They are short-sighted and not able to see the importance of creating livable cities for everyone. Not everyone drives and more and more of us are rethinking car use because of climate change. Making this huge projects available means construction jobs, then the ability to be more mobile. It's vital we keep this funding and project on track. We may never have this opportunity again.

Considering the missing pathway connection on the west side of centre street to 7 street north, I don't think we should add in a connection if it causes a substantial cost increase.

Leaving in downtown the C-train is far from being silent. Furthermore on all those designs the trains will be turning over prince island park which will bring a lot of track noise. Walking in the park will also feel very claustrophobic. Please consider going back to the drawing board and not destroying the best park we have in downtown

Let's have it be minimally invasive to sight lines, sleek and modern with good access for pedestrians and cyclists each with their own space on the path, and plenty of greenery to ensure it doesn't take away from princess island as an oasis in the city

I'm very concerned all of the discussion is only about the Bow River span of this bridge. It seems to be a given that piers will be used as the bridge crosses Prince's Island Park and the lagoon. This bridge is a once in a generation structure and needs to be iconic. So far it looks like the boring, standard LRT bridges seen all over the city except an attempt at flourish is being made over the Bow River. This bridge essentially has 4 distinct sections and all those sections should play off each other style and design-wise. If 75% of the bridge is boring and basic, the 25% that's made to look nice over the Bow River will be a fail. I'm worried we're going to get a bridge that's been tried to be dressed up by engineers instead of inspired by an architectural dreamer and then executed on by engineers. The Peace Bridge was designed by a starchitect and the East Village bridge was the result of a global design competition. Those should be the benchmark to how we approach this bridge

Consider LED lights or something else that would make it fun and functional when you want to use the bridge at night. Also take into consideration that the bridge should not block the annual fireworks, so many people are crammed into that area when we have the fireworks for Canada day.

The tunnel into the hill needs to be designed as well so it does not look like a big dark hole. It should fit into the natural bluff landscape



Comments

No bridge design anchored on Princess Island will not destroy the island tranquil atmosphere. Ruining many of the events held on the island.

Many Calgarians challenged the City over their past plans to put a 6 lane through fare along the south side of the river.

With any luck the city will reevaluate this project as being fundamentally incorrect for this treasure of a park!

Too bad your ambitions will scar this park forever. I can only hope that indigenous peoples used Princess island and that when you dig the bridge supports you find ancient indigenous articles that delay the project to the point of cancellation.

Since the new bridge will be viewed from both ground level and from many above ground locations, a combination of an arch and a cool cable suspension is the best solution. It will be the centre piece of a great new LRT line. It will be a grand entry and exit for those to our North.
I'm so happy the deep tunnel was scraped.
Good luck.

Space under the bridge needs to be carefully considered on both sides of the river

V

Make the bridge fit the district. Not too imposing.

When planning for this bridge please consider the perspective of future tourists. Last year we visited Taipei, Taiwan and used their public transit extensively. This leg of the LRT could give riders spectacular city, river and park views when coming down the hill. If planned well, it may become an attraction on its own accord.

Also please, please consider budget. We certainly do not want another bridge from Spain that goes way over the time line and budget. Surely we have a Calgarian that can design a beautiful, low cost bridge.

I'm so looking forward to getting this work done, as well as the LRT all the way to Seton. Calgary needs to continue developing to meet future needs!

I would use the bridge as a pedestrian, cyclist, and train user.

I would like to know where and how pedestrian and cyclist access will be provided.

The Green Line is unnecessary, buses provide a more flexible alternative. The LRT is now just a warm dry place to consume drugs. The stations are just as bad. The City of Calgary under the present Mayor have lost control of the situation. We don't need more stations or trains that have become no go areas for the citizens of Calgary.

Minimize any environmental impacts.

A modern bold colour for the bridge like the peace bridge and led coloured lights to add artistic presence at night

it would be nice if you could follow a route from the bridge easily to the +15 network

It really ruins a great part of the bow river



Comments

I definitely would use the walking area to get into downtown.

Double level bridge

Cost should be a HUGE consideration! The City needs to provide the most cost effective option!

I know the project team is working on this, but one of the ugliest and most problematic parts of the bridge is where it leaves/lands on the surface of Centre Street North and crosses the southbound traffic lane. I also know there are huge sensitivities around where the bridge lands on 2nd Street SW, so best efforts absolutely are required for the top and bottom of the bridge.

This bridge structure should not darken the city landscape at all. I and many others have no vision of it and City Hall needs to get in touch with today's reality and stop this process.

I think the bridge needs to include natural forms, whether than be building materials, artwork or by having a more 'sleek' look. I think the bridge should not compete with the view of the downtown skyline, instead, allowing those on and around the bridge to see it (aka, no above deck arch).

I still don't get why the bridge has to go over one of the most precious parts of Prince's Island Park. The wetland portion of the park is a true gem amidst the depressing public realm of a lot of downtown. It truly felt like you escaped into nature there when out for a walk at lunch. Have an LRT bridge directly overtop will destroy that feeling, and discourage people from utilizing that area of the park. Our public transportation needs to enhance the public spaces we have, not detract from them.

I would be using it for leisure walking and cycling.

It is a big mistake to have a bridge. It should be underground. Every other city in the world can do this, why not here. Only because people with no vision are on the committee that stopped the underground. It is truly pathetic and a big mistake.

Do not waste money on tacky overpriced art, maybe just add some cool nighttime lighting instead.

I think the bridge span over the river should be a much larger component of the raised Lrt line. the below span and above span both have appealing things about them, but something like edmonton's tawatina bridge or walterdale bridge would look much cooler—or even calgary's george c. king bridge. The rest of the elevated line could also be made much cooler looking than just putting them on boring pillars.

For the most part, I'm very happy with how this bridge is looking moving forward. I would love to see connection opportunities to Prince's Island Park for cyclists and pedestrians, even if it means some creative problem solving. I feel if cyclists and pedestrians can only access the bridge from Eau Claire and Crescent Heights, there may be future regrets. I have appreciated seeing the increased efforts going into integrating the bridge well with the park, environmental considerations, and a pedestrian/cyclist priority. I applaud the efforts so far and will continue to provide feedback on this exciting project - thank you!

The deep tunnel has been rightly discarded as too expensive, I really wonder if a very long s-shaped bridge provides any advantage over just putting the LRT tracks on the surface of the Centre Street bridge. Since the route appears to be on the surface now all the way through Crescent Heights, why not just leave it on the bridge all the way downtown? The other obvious alternative would be a straight but lower bridge from 2nd St W that enters a cut and cover tunnel



Comments

under 2nd St W North of the river. I would hope that both of these options would be cheaper than a deep bored tunnel. Finally I still wonder why the city must build the expensive parts of both ends of the Green line now at the expense of not connecting Mackenzie Towne and the south hospital. I live in the North, love transit, and believe the North Green line should be built on or under Centre Street but this proposal for a line from no-where to no-where is really making me lose faith in the city's transit planning ability.

I'm not sure if there should be a track crossing at some point on the bridge or what risks or complexities that might introduce. I'm not sure if there should be a stairway on the south bank of the river to access the bridge, in addition to the ramps at each end of the bridge.

I will never use the bridge or public transport. Spend some money on overpasses to create free flow of traffic for our non polluting electric cars of the future.

Considering the wildlife concentrated around the park, what considerations are being given to the fact that many animals will likely use nooks and crevices within the bridge structure to nest? Is it possible to even incorporate something that will facilitate this as opposed to trying to prevent it?

Can we have the bridge in a lighter structure? Or at least make it look like it's lighter than a bunch of concrete?

Again - when will the City listen to its constituents. They may have been growth, traffic, and budget scenarios that supported green line construction. With the collapse of Alberta's oil business and combined with the new working from home dynamic, bring more people to the downtown is no longer a priority. This bridge, and the underlying project need to be cancelled.

None of the drawings show access from the pathway along Memorial onto the bridge to Prince's Island. Right now there is both a ramp and a set of stairs. There definitely needs to be a connection there, and because of the height of the bridge, it will likely need to be a very long ramp, ideally in both directions from the path. Plus stairs. That will be a potential conflict point (bikes coming up the present ramp sort of "run into" people because they approach at a 90 degree angle to the pathway. A ramp should funnel people into the pathway more smoothly.

The bridge crosses over wetlands that are part of Calgary Chinatown. If there is funding available, consider incorporating Chinese garden characteristics into the wetlands while still preserving and enhancing their natural state. Edmonton has been able to incorporate a Chinese garden into its river valley and Vancouver has one in Chinatown as well.

While not related to the structure, I believe we should properly and prominently name this bridge after a notable, easily relatable Calgarian, or somebody who has contributed to the culture, energy, history and/or legacy of our great city. My shortlist would include people such as Jarome Iginla, Lanny McDonald, The Hart Family (Especially Owen Hart), John Ware, Peter Lougheed, and Dave Bronconnier.

For all Calgarians wanting to view or walk across this "new Bridge" from the north there is NO PARKING! – (We have enough parking issues today as it is). Crescent Heights is NOT a Parking Lot!

Do NOT make it a tourist site!

The "Bridge River Span Above Deck" - Will be the most expensive solution as the bridge deck will have to be wider by thickness of all the arches plus 2.4 meters. The central arch will require an additional 1.2 meters.



Comments

Having the Centre arch will require added track design. From a distance at ground level it will give the bridge a look of having a “roof”. The arches will also add to the noise levels. With three arches will the overhead wires be suspended from each arch? And then what consideration will be given to the “Walk the Bridge Arch” challenge and the overhead wires below them?

It doesn't look like the NE LRT bridge to east.

Which Bridge is Calgary's “featured” Bow River Bridge? The Iconic and Historic Centre St Bridge OR the “New/Iconic” Green Line Bridge. Yes RUB IT IN! Take away Centre Street, divide Crescent Heights, add to our vehicle mobility issues (Getting in and out of OUR neighborhood. Increase the traffic flow through OUR neighborhood. Add to the lack of PARKING. Take away OUR ability to park in front of OUR own homes and then make us look at it every day! (Have you surveyed the residents of Crescent Road yet?). Ask the question what are the benefits to Crescent Heights.

For all the bridge designs with the winds down the BOW Valley; Have the aerodynamics of the bridge been considered? It looks like a wing to me.

Prove that the Walkways are really REQUIRED (not just a whim) and then disclose the total cost and design differentials. Will any or all of the other bridges along the Green Line have similar pedestrian walkways requirements?

The final Design of the Bridge should be chosen only by the residents that surround it. Do you want an “O” in your own backyard?

[PERSONAL INFORMATION REMOVED]

Can you build a transparent LRT only Bridge?

Hi [PERSONAL INFORMATION REMOVED],

Forgive my lined paper drawing. I was going to do a second drawing on tracing paper but I thought this was sufficient.

I do believe my Dad did work on our Princess Island pedestrian bridge. I will ask him tomorrow. My thinking is we should definitely have an arch, but since the bridge is viewed by so many from above. A combination of arch and suspension cable could be the best solution. The column style on our Princess Island bridge could be used.

I did watch the live presentation on the 23rd.

I did hear a gentleman talking about the idea of bringing the line above Centre Street, then go into the middle and onto the 16 Avenue station. Which he stated would not work.

I may have missed any discussion on going below the West lane?

My thinking is this would lessen the grade into downtown. Although more expensive with retaining walls and a West lane bridge over our Greenline.

Good luck to you all, and looking forward to future updates.

Sudden thought... What do the other bridges / tunnel entrances look like along the line? Is this going to be a coordinated look or just what fits the occasion?

Surely a coordinated approach might be worth looking at, they all have to have the same clearances (tech specs).

I don't think we should be providing the estimated cost of the MUP. Perhaps say that we did commit to providing one and we have had good support for it through engagement. It also does



Comments

not have a significant impact to the technical design.

We should also clarify his opening statement – we have studied the connections to the bridge (that was done as part of the mobility work underway) but there is still work left to complete and we weren't ready to share details last week – an update/concept design will likely be shared in April.

I can't answer the "how fast, how noisy" question.

The concrete barriers are typically around ~1m in height – will be confirmed in next stage of design.

There is a fundamental flaw in the design process and as was clearly stated yesterday "We have not studied how the bridge will be accessed by pedestrians and cyclists". I live on 9th Ave NE since 1984.. I have used the bus to get downtown less than 10 times (on crutches) the rest by foot or bike.

One of the first questions asked last night was "Is this going to be the most expensive pedestrian bridges ever" - A very well asked question!

Before designing the "Pedestrian Walkways" you had better ask and survey ONLY (NOT the I gotta haves) the people that REALLY daily commute Downtown by foot and bike. There is a reason I asked "how you would access the bridge from the North". You might find that most people WILL NOT USE IT... The ONLY Group that MIGHT BENEFIT is those that live south of 5th Ave NE and east of 2nd ST NE that want to go to Eau Claire. OTHER than that all others will use the existing pathways and bridges.

What is the cost savings to NOT having walkways and how much simpler will it make the Technical design of EACH end of the bridge.

A Simple Question. How fast will the train be going over the bridge and how noisy will it be? Is this going to "enhance the walkability? During the winter do I want to face (train speed) extra wind chill as it passes.

Although the grade of the bridge is approx. 5 degrees, the bridge design will cut into the Bluff making the already steep pathway far steeper than it is today.

I would HIGHLY SUGGEST that you "Really" research the need for the walkways; the savings might even get you over/under 16th Avenue in the first build.

YES – This is going to be the "most expensive pedestrian bridge ever" per user basis. Perhaps it should be just an LRT bridge only!

I forgot to ask... "How high does the barrier have to be to prevent you from crossing to take a picture from the other side of the bridge"

I want you to imagine that someone in New York City, proposed a bridge to go over Manhattan Central Park . never going to happen . absurd!!! Yet, here we are. The Green Line is building a

**Comments**

bridge right through Calgary's Central Park. I challenge anyone, to look underneath any bridge, in Calgary. You will discover environmental degradation, graffiti and garbage. The Green Line will deface Prince's Island Park. Environmental Degradation . NOT GREEN !Graffiti . NOT GREEN !Garbage --- NOT GREEN !GREEN NOT GREEN !!!The Green Line Bow River bridge will deface an incredible unique Bow River forest glen. As well as, negatively affect the constructed wetland and the Chevron Learning Pathway. Trains maim and kill birds. Imagine school groups, families and children finding maimed and dead birds in a supposed protected environmental area . GREEN NOT GREEN !!!I want to know why the Calgary Parks is silent about the Green Line Bow River Bridge ? Why is Calgary Parks not part of the engagement? My request is that a Calgary Parks representative must attend: Green Line Q &A Chat with [PERSONAL INFORMATION REMOVED] & [PERSONAL INFORMATION REMOVED] from our project teams

I find it outrageous that of all the places that the Green Line could traverse the Bow, it picked the very worst place ... right through the Central Park of Calgary ... GREEN NOT GREEN !!!

Appendix C: Questions and Comments from February 23 Public Information Session

Questions from February 23rd Engagement Event

Can we get copies of the presentation please?

If the section from 16th Ave to Shepard is fully funded as the slide says, then what exactly has the Province backed out of?

If in the future, it is decided that the LRT on centre st should be moved underground, could the bridge still be used? Or put another way, is the bridge future proofed so we can either connect as planned today, or connect underground?

Was it considered to bring the LRT elevated over the traffic lanes, instead of needing to cross traffic on centre street at grade when the LRT joins centre street?

Hello everybody. I'm here but I have some problems with my device and I can only join anonymously. sorry

I want to second that question about why the bridge doesn't go over the road to drop down in the middle of Centre St.

what's the expected daily ridership over the bridge? will there be separation/security between the tracks and pedestrians?

Is there a risk of needing other permits if there is a pier in the river?

what's the expected daily ridership over the bridge?

which bridge structure is the most proven for longevity?

what's the expected daily ridership over the bridge? how will the potential for future river flooding affect the bridge?

When LRV leaves 2nd Ave Station when will the LRV come out of the underground and be above ground on the Bow River bridge? Is the bridge starting right at Eau Claire Market on 2nd street or is where the green space begins just west of the Waterfront buildings?

Is there a competition for the bridge design by the winning "bid" team for the project build? Or does the city choose the design which the bidder has to meet requirements set by the City?

In the above deck option, is there any opportunity to provide pedestrian shelter under the arch?

Both of the arch concepts shown are visually imposing, as both would be concepts I'd expect to see for heavier rail. For me as a bridge engineer, in concept a tied or thrust arch can work but these two appear heavy.

When we get views I would like to see a rendering from the ground level on the Eau Claire side. For example from the pathway/Jaipur bridge area. I am concerned about the intrusiveness on the pathway and Princes Island Park

I would like to see the view from the new Prince's Island Jaipur Bridge. I want to see the connection to 2nd Steet. Why connection through the middle of the park?

Can you describe how these three different options interact with the Bow River pathway?



Questions from February 23rd Engagement Event

What does the pathway look like on the south side of island? Does it go above the bike path or under the path?

Recall on the Champlain Bridge in Montreal (now complete), the bridge form was set in form and visually by the owner's team. The DB contractors had to "Design-build "this bridge" " but they did so and still found areas to innovate. That may work here.

Do Calgarians get to vote on the design? Similar to the Children's Hospital design?

Would the design with the pier in the water not change the flow of the water causing erosion to the banks of the river?

Do we have conceptual views of the 3 options from the Memorial Drive - River pathway perspective - crossing under the structure)?

With the current pedestrian and cycle access via Princess Island and Centre St Bridge.... Who do you think will use the new bridge and from where and how it will be accessed from the north?

Both arch designs appear very minimal for light trains and are not visually imposing. Great design choices

Development of the Eau Claire Market is uncertain. How contingent are plans for the bridge on Harvard's intentions for the market?

Please try to separate cycle and pedestrian users distinctly - on the Peace Bridge, even though the cycle submerged centre path meant for cyclists, too many walkers either ignore the separation, or are "innocently" racing across the bridge for selfies on both sides, making cycling extremely difficult! Could you consider this as distinct separations without significant crossover. Was consideration given to perhaps having the cyclists closest to the concrete LRT barrier with pedestrians on the outside "tapered" edge of the bridge with river views???

are the pedestrians all at grade with the train in all three options? Are there different options for the bridge connections north and south depending on the different bridge forms? or will they be determined independently?

Is there a big cost difference between below and over deck? Which is cheaper?

Are all properties acquired from the Riverfront Townhomes?

I like this format

can you confirm a simple concrete divider between pedestrian and LRT traffic will ensure zero deaths, injuries or damage to the train?

Will this be one of the most expensive pedestrian paths in the world and, if so, will the City market that fact for tourism?

To what extent do you anticipate the bridge will increase use by pedestrians/cyclists versus diverting use of existing bridges? ie, how much new use by pedestrians and cyclists might the bridge create?

There is also a planned Bow River crossing as part of Stage 1 of the green line, further south near Hlghfield and Lynnview. Will that bridge have a multi-use pathway and will there be any engagement or presentation on that bridge?

Questions from February 23rd Engagement Event

will the multi-use pathway be lit for after dark safety? and have lighting options been assessed including possible less obtrusive like indirect (below railing) or in deck?

Currently there is no access to centre street from memorial drive/ field of crosses. Will this be part of the bridge design?

Will there be pedestrian access to the north side of Memorial Drive from the new bridge via a stairway? (to access the Field of Crosses)

Strongly support separating wheeled from pedestrian traffic. The path along the Bow ifeels much safer now with the upgrade that provides separation.

will the MUP have direct access to Prince's island park?

What is the expected percentage grade of the multi-use pathway for someone travelling from Downtown to Crescent Heights - how does that compare to other pathways in the area?

Any access to the bridge from Princess Island via stairs.

Will there be any public city camera to monitor if there is any emergency occurs, e.g. a person falls on an electric bike, or a person is in danger?

As a viewpoint this beautiful part of the city, will there be seating considered?

While I strongly support separating pedestrians from cyclists on the MUP, doing this by having cyclists confined to one side with pedestrians on the other restricts the views that pedestrians can experience.

Any issues about snow/ice removal on such a long span?

Dylan highlighted the benefits of the full 46km Greenline. Does the City have any idea of the cost of the full 46km?

thanks

Thank you. This was excellent.

Thank you so much for your hard work in preparing these renderings, background information and informative respectful conversation and comments tonight! Well done staff.

Thank you very much, these Green Line presentations have been very informative and well structured. I hope this project moves forward successfully

Thank you

Appendix D: Virtual Drop-in Event Notes

The following are tables contain notes from several virtual open houses and meetings regarding the Bow River LRT bridge.

Chinatown Advisory Group Meeting – February 22, 2021

Has it already been decided it will have a pedestrian pathway on it?

- When I think of some of the other bridges, they do not all have pedestrian access.

Chinatown seniors - what are the concerns they'll have walking across this bridge?

- Steps leading onto the bridge might be a challenge
- Steps are harder for seniors
- If it's a long bridge, it may be hard if there is no space to sit and rest. It might be very challenging for them. Especially when going up.
- A two way trip might be especially hard without place to rest?

What is the cost difference of each bridge?

How do you think foot traffic will evolve as you introduce this bridge? Where is the traffic coming from?

It feels like it's coming from and going to similar locations as the Centre Street bridge. It makes you wonder why you'd take this bridge instead of the other.

I think it would be nice to separate pedestrian and bike uses. The grade may make it fast or slow for bikes; help make use of the momentum

- The side with the nicer view would be for pedestrians

It's nice to walk near a train bridge vs a car bridge because it's less noisy and less dangerous. It will be a nicer connection

Cyclist and pedestrian on both sides; however I would put cyclists next to the train. Pedestrians will be moving slower and will want to stop and take pictures and whatnot

- corrected to say it's more likely to designate sides of the bridge to specific mode

You have to be proactive about safety. Seniors have a big issue with this. Scooters have really raised safety concerns for seniors. And not just seniors, but anyone who is not able bodied.

Do any of these bridge designs incorporate lookout points? It's nice for people who want to stop and enjoy the view without constructing flow of traffic

What is the value of hand rails?

- Senior view: yes, it's very good for seniors. They hang onto them for stability. It's also really good for kids and people with disabilities
- And I really want to encourage you to have benches. It's good to rest, but also just to sit and talk or have a snack

What are the pros and cons of splitting modes to either side of the bridge, or of not splitting them?

- safety

It's also very important to have good pedestrian scale lighting. You don't need to light it up for cars, but could be really nice for pedestrians.

I am wondering about separation of modes. Will the train interrupt that nice feeling when stopping and enjoying the view from the bridge?

- The MUP under the LRT looks disadvantageous, is that right?



Chinatown Advisory Group Meeting – February 22, 2021

My preference would be for the LRT to be above the pedestrian path

For me to navigate all these bikes and traffic and LRT etc, it would be really hard to walk with my dog in the version you're presenting

In terms of design, multi-use path, rather than have one side for ped and one side for bike, I would prefer if we combined them onto one side of the bridge. If I travel with my grandchildren, one may be on bike and other may be on foot. It's better to be together

I always take the view that the people affected most have the loudest voice, but in my opinion in dealing with the community association, most people are concerned the bridge will be an eyesore. I think if we use the viaduct design in conveys less mass and disrupts the view less. It looks less massive and uses less material.

When the pathway touches ground on the south side of river, I would like to see that connect and integrate with the park. Like Sien Long. It could interface with a Chinese-themed garden. It could be done relatively easy and would be very nice.

I prefer the below deck structure. It's good it doesn't interfere with the river flow or river activities. In the AG we are talking about using the river to attract people to Chinatown through adjacent activities. You wouldn't want anything in the river interfering with that.

How challenging is the engineering and cost if the LRT lanes are on the side instead of the center?

I prefer the 'river span' design. In regards to width, I would hope we err on the side of bigger (4M) than small (3M), due to future growth + that area is very busy eg. Canada day, Heritage Day. Also, where exactly on the island is the bridge being placed? Does it replace the Jaipur bridge?

The design I prefer is River Span - below deck, though I would also prefer LRT on top

The river span below deck structure is more attractive, and seem to be a variation of the peace bridge curvy lines rather than the harsh straight lines

Will the wetland be lost?

Will there be a staircase down to Prince's Island?

Green Line is giving a lot of approximations - it would be good to know specifically where this LRT bridge goes on the island and in relation to the island.

I think the viaduct looks very dated. I prefer the above deck because it looks more modern and more fresh. But the below deck is also OK

Is there any option to change the design of the above deck structure? Can it be rearranged into a more artistic way? Will it look exactly like this?

- For example, it could include features or different shape. Not only functional, but artistic and beautiful as well. Something that looks good from a distance. This design (above deck) gives more flexibility to make it look nice and contemporary
- It could look like a bird flying, like a wingspan

Visually, I like the below deck and the curve it presents. The others look more linear.

Visually, I like the under deck and over deck. They could both look really nice

The only thing that might be OK about the viaduct is maybe it's cheaper

If you're doing a bridge on either side, would it be possible to split modes to each side?

Some of the examples you've shown us of other bridges; the peace bridge is most dynamic and vibrant. Different people do different things in the same place: young people, old people, tourists etc.



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Peace bridge is also nice because it is covered and gives people a different experience. It invites a varied experience

Jaipur is well used because it is very functional.

Centre Street bridge doesn't offer a great experience aside from maybe the view

I cycle a lot to get to the river pathway. I find having segregated pathways are the best. It makes me feel I won't accidentally hit someone.

Is there an opportunity to have stairs to walk down to Prince's Island?

For those pedestrians coming from the north to the island, it will be quicker for them to get into the park.

For cyclists, it won't matter so much to cycle the rest of the way

Given the significance of the Bow River to the Indigenous People of this area, maybe you want to incorporate some Indigenous Design into it?

Bow River LRT bridge Drop-in session notes – February 25, 2021

I think the Green Line will be hugely important for Calgary.

I like the idea of separated cycling and pedestrian - it makes good sense to me

What happens in the north end of the plan that you showed and how will it get up centre street?

I really don't want the viaduct option. I really don't want the pillar in the river. I enjoy floating down the river like a lot of people do, and don't want another pillar in the river

I prefer the look of the below deck option

- I like that it is somewhat reminiscent of what the Centre Street bridge looks like
- It is a nice clean look with the structure below. It fits in to the environment nicely. It doesn't detract from the downtown skyline
- From an environmental perspective, I know we need to be concerned about environmental impacts, but aren't there strict requirements to make sure it's done safely? Why isn't the city talking more about this?
- I'm hearing that as one of the main oppositions right now, but I think if people hear what's required they would understand the environment will be protected

Is there any regret that something like the Peace Bridge isn't wider than it is? Does the City feel that's successful to have cyclists in the middle and pedestrians on the side? When I'm there on a busy day it's very busy! What do our existing structures tell us about how wide this path should be? We should be using data to plan for the future in terms of necessary bridge width.

Why did we change from tunnel to bridge? Are you still looking at the tunnel?

What will the impacts be to Prince's Island Park? i.e. shade thrown on the island.

Why is the alignment curve so much instead of going straight?

What is the grade of the bridge?

Is there actually going to be a station at Prince's Island?

What kind of barrier will be places in between the MUP and the train on the bridge?

The barriers seem fine, but I think you'd have to keep the scooters off it. And it's about volume! If you have a lot of commuters on the path, it's not going to feel safe for pedestrians

Some commuter bikes go very fast and will not feel safe for pedestrians.



Bow River LRT bridge Drop-in session notes – February 25, 2021

I think some separation of wheels and pedestrian ns should be in place to keep pedestrians from getting run over.

I like the above and below deck bridge forms but can see why people wouldn't want the above deck version

How wide is the sidewalk on the new bridge?

Could we have one path going one way, and the other going the other way, and on each having a split ped/cyclist portion?

I think cyclists on one side and pedestrians on the other side?

What about the scooters? Where will they go? I'm pretty sure they'll want to be on the bridge as well.

Will there be any furniture or landings on this MUP? What if wheelchair people can't make it all the way without a rest? Are these bring options.

The entire bridge itself gives great views - so I think a lot of people will be enjoying the bridge, drinking coffee and enjoying along the way. So how can we make it more of an attraction other than just a thru-fare

Is the MUP to have ped and bike on both sides? If that's the case will it be ped and bike both on each side so everyone can see all views?

- Personally I would like to see both views (east and west); I'd even like to be able to cross sides along the way. The views will be really awesome - we should try to maximize that as much as we can
- I'm a bit worried about the speed of bikes and scooters coming down into Eau Claire. But I think it will be too fast and maybe dangerous when they join the other paths

There must be safety measures in place for pedestrians walking alongside the LRT?

- The 10 street bridge has vehicles and pedestrians. But the LRT crossing there is only for LRT - there's no pedestrian walkway there. And I don't recall any ped pathway along LRT routes in the city - do we have any or will this be a first?

I prefer the below deck structure.

Bow River LRT bridge Drop-in session notes, Environment Room – February 25, 2021

Attendees: [ATTENDEE NAMES REMOVED]

What are the most significant impacts to environment for the Bridge alignment?

Who makes the decision about the trade-off of the different options and impacts to environment?

Do you need permits for the bridge?

Is there anything being studied about piers in the river? There are piers in the river already, does this contribute to a bigger impact on the river?

Has hydro technical work started? Are there reports to be shared?

So I am assuming you've determined a pier would be ok, and next step would be designing the pier to ensure it would be least impactful?

Can you put a pier on the gravel bar?

What is the impact to flooding concerns?

Are you looking things downstream to make sure it isn't impacted by what's upstream and vice versa

What kind of wildlife exists in this area?



Bow River LRT bridge Drop-in session notes, Environment Room – February 25, 2021

Is construction a bigger concern over the structure being there long term?

Interested in understanding the different impacts of the bridge forms.

What is the impact of putting piers in the river bed?

Brown trout usually by the Peace Bridge – but we didn't see them here this year. Do you know where they went?

Are you looking at fish habitat and minimizing impacts?

Do the water levels change in the Bow River?

Tunnels have less impact than bridge

Will there be trees cleared for the bridge? And will they be replaced?

Will there be restrictions on the piers going in the river?

Are there any restrictions on the lagoon area?

What are the impacts with the Elbow River Bridge?

Is there contaminated land around the Elbow River area?

Are there bats in the area? How are they impacted?

Very concerned about the birds in the area

You are going to ruin everything I enjoy about living here (Waterfront)

You just destroyed over 100 trees (shared Eau Claire project information)

You are impacting our underground parking

When is construction, you are impacting 7 towers, we don't want this here

You are destroying our birds and everything we love about this area

Concerns about birds and wildlife

I had a strong reaction to the structures – shouldn't be putting structures in the river

Consider the impact this has on all living beings and how it changes our relationships to nature

Rigid structures and straight lines do not blend with nature

Likes the idea of evolving the path and not defining it, as we need to consider how things naturally move to be less obtrusive and less structured

How are you incorporating the pillars into the natural areas instead of just concrete slabs?

- Can you expand on what you have looked at for environment?
- Can you talk about the impacts on the north side?

Bow River LRT bridge Drop-in session notes, Bridge Forms Room – February 25, 2021

Are there any pedestrian crossings on this bridge?

What are the challenges associated with building a bridge in this area? I had never been to the eastern part of the island before, but when I went I realized what a special place it is. Can you tell me about the challenges of building in this context, and how you're addressing those challenges?

- Guest response: Wow, I find that really interesting how the bridge could help create a nice and proper separation between wetland area and the rest of the park. Thank you.

It's interesting to learn you feel the bridge won't be much of a visual impediment.

Being a cyclist, is there any integration of the surrounding bike paths and the new pedestrian pathway? I would like access to the park from the bridge, though I understand others may not want it.

**Bow River LRT bridge Drop-in session notes, Bridge Forms Room – February 25, 2021**

What is the height of the bridge?

Will the path lean over to Eau Claire or over to 2nd Street?

- Will the width of 2nd street stay the same, or will it be compromised? I'm in Waterfront and am wondering if it will be affected.

What are the various considerations with each bridge structure. I definitely have a leaning from an aesthetic perspective but am wondering which would be potentially least disruptive to both the river flow and the sight lines

I think that sometimes the short-term cost play to big a factor in what is a long term infrastructure aesthetic within the city itself. I have to see when these infrastructure are in the available natural environment, I think the more discreet an unobtrusive the better. For the people and for the environment. I would prefer this over prioritizing something more obstructive in this natural environment. I worry sometime people will go for a cheap option without considering longer term impacts on us, and on the environment.

Is there a cost difference between the three form options?

Allowing the river to be unobstructed is important to be recognized. They can be impacts we don't realize are there, but they are (i.e. psychological)

Of the three, I would prefer the second one. The third option commands focus, but the second allows you to see past it to the natural environment. The second has a more graceful structure

Separation of modes is critical - you can't rely on users to be aware or be considerate. Especially when you have commuters and strollers and pedestrians etc. I don't think you can bring them all together without putting people at risk

I think there needs to be something in the design that encourages people to use it the way it's intended, and discourage uses that aren't desired. It also need to consider how it transitions into the very busy area that is the Eau Claire path area.

I feel like the entire bridge should be an overlook, not just have a designated space. Sometimes people pass through things un-prescribed, and this gives them a chance to be open to more perspectives and ideas and space. They don't have to be told where to look. The opportunity to get vantage points multiple places along the way and to have the opportunity to get the perspectives form various angles is something special.

If you want to be discreet, the first two options are probably better for that. But I can see how the above deck structure would maybe be something that stands out as a draw for people to come see.

As an LRT rider, the above deck structure might also add a moment for people to notice. But you also have to consider all the people looking from all the different angles.

Is it cheaper to do it one way or the other?

These presentation materials are good because it actually shows you that there is not a great difference in how the three forms look in the surrounding area

Does one of these forms lend itself better to adding artwork to the structure?

I would like to see the forms from a driver's perspective, driving along memorial

I would like to see the forms from within the park. The looking up at it view. It would help to give a sense of how much it would dominate the area, affect share, block light etc

Looking at the three options, will this be a complete concrete structure? Or what materials could it be? Could it be steel, or a blend?



Bow River LRT bridge Drop-in session notes, Bridge Forms Room – February 25, 2021

The above deck structure looks pretty nice, as does the under deck structure. The viaduct looks pretty plain. Are there issues with a column in the water?

The viaduct looks very slender which is nice

One thing I worry about the above deck structure is that it could cause more construction hazard of debris falling into the river. Would it?

Would the above structure be a darker colour than the rest?

There's a tension between having the bridge be discreet and having it stand out with some feature. Having travelled to other Canadian cities though, it makes me think Calgary doesn't have much that really stands out and looks nice or unique. It makes me wonder if we should do that here rather than just be another straight, plain, functional bridge.

There is a new bridge in Winnipeg that is pretty plain, but then it adds a feature over the river which is nice. However in Calgary maybe there is more of a preference to just be functional. But I like adding a bit of a feature.

If you were on the bridge, on the west or east side would you be able to see across to the other side of the above deck structure? I like structures, but I guess that could be a downside.

I think it's a good idea to have something of a feature to define the bridge when we cross the river. The arch on top really makes it stand out. I like the option, it looks nice against the backdrop of the city.

Is the above deck structure going to have those vertical beams up to the arch? Or will that be up to the contractor?

Bow River LRT bridge Drop-in session notes, General Room – February 25, 2021

Just wanted a general overview of what is planned

- The City: Showed rendering of the bridge, asking for feedback on ideas of the bridge
- The City: Exploring concepts of different ways to cross the main area of the bow river

Asking about business at Centre Street and 16th, curious about how the bridge will affect them, what the timing is for construction, what interruptions there may be

- The City: No construction update to provide as the provincial review is still underway
- The City: Explanation of where a station would be

Would there be tunnels built for GL still or are they all deleted?

- The City: Tunnels in downtown
- The City: Last June City Council approved updates to the alignment which has a tunnel around 11 SE and the Elbow River
- The City: Shared graphic of transition from underground system to the above ground system

Will there be excavation?

- The City: Discussion on excavation needs for the tunnel

Can you let me know who the contractor is?

- The City: Contractor for downtown has not been selected, base engineering design is still underway

When is the timeline?

- The City: Discussion on timeline and provincial changes

Been in CH for over 40 years, now facing traffic changes, with train going north bound, cars can't turn left into businesses by moving barriers for traffic calming into 13 avenue



Bow River LRT bridge Drop-in session notes, General Room – February 25, 2021

- The City: Shared signalized intersections from CH Mobility review
- The City: Directed to share feedback to the CH engagement

Alley behind Scotiabank, could that become a main road to lead to businesses?

- The City: Will bring this back to the team and is a good suggestion

Where the tunnel goes in under downtown and then there will be a bridge over the bow river and then not tunneling underneath. Where does the tunnel start and end?

- The City: Showed design of tunnel and alignment

What are the technical problems or challenges with each of the options that are showing? The pillars in the river then may fiddle with the environment in the river?

- The City: Showed different main span types and explained impacts

Is the arch a structural need?

- City: Explained structural needs

Viaduct – is there any way of reducing the length of the bridge or the span, for environment could it be reduced?

- The City: Stuck with getting from point a to point b, explained logistics behind this

What type of structure do you anticipate it to be?

- The City: Shallow and slender in vertical direction

Will the LRT come down to 2nd Street?

- The City: Shared screen of Eau Claire 2 Avenue Station

Concept of having a pathway connecting Eau Claire to CH is exciting, wouldn't be possible to have a connection to the park from the bridge. With the bridge where the 2 pathways would be, will there be lookout spots, other interesting integration ideas with the views? Unique things that might be on the bridge path

- The City: Showed the potential path views
- Think this is exciting to get downtown and from the bluff, no huge structures impeding views of cyclists and pedestrians, don't think it's crucial to have certain spots along the pathway for lookouts as the path is a 1km path of lookouts anyways
- Will the bridge have mixed modes (cycling and walking) – interesting dilemma, personally don't cycle super fast as they aren't a through fare, would have to look at pros and cons
- The City: If pedestrians and cyclists only got one side, then views would be restricted depending on mode of transport
- Could there be a small step up to provide differentiation between pedestrians and cyclists
- How many piers will be on Prince Island?
- The City: Provided information on this still to be finalized

How do I get involved in working with the tunnel?

- The City: Recommended to reach out to contractors when that has been determined

With the bridge going over the park and the pillars, has there been any thoughts as to how to integrate those (art on them) or green walls or allowing plants to grow on them

- The City: Not at that stage yet to design what piers look like
- Avoiding the number of trees or environmental impacts, want it to integrate well into the park, the handrailing is something I would have thought of to be intrusive to the park



Bow River LRT bridge Drop-in session notes, General Room – February 25, 2021

Concerned citizen lives right at 2nd street, balcony is right at the river, concerned about the bridge and the 2nd street construction and we live on this street, there are 7 towers and 3 are underground access in and out on 2nd only, not sure if this has even been addressed, people very concerned condos are going to be worthless if we are under construction for awhile and the type of people that stations attract

- The City: Walked through all the 2 avenue station changes, the Eau Claire market changes, how this will impact the condos
- Puts mind more at ease than what initially imagining

The train that goes over to East Village, you do hear it but it doesn't sound terrible, hoping it would be like that or less

- The City: Expect it to be less, the nature of the train we are buying will be quieter, different manufacturers will develop differently, but most should be very quiet
- Agree with the Eau Claire market, but just was worried about noise and condos and whether it will still be a desirable area, love going down and walking and seeing birds and didn't want to ruin all the environmental asks, feeling so much better joining the sessions today
- The City: This is very top of mind, and engineers make sure to accommodate for making sure it is not too much noise
- What is the timeline for this?
- The City: Discussion on timeline and provincial changes, Bridge was anticipated to be in last part of construction, want tunnel construction to progress to a point where we don't need to eat into contingency money before bridge is done

Bow River LRT bridge Drop-in session notes, Multi-Use Path (MUP) Room – February 25, 2021

Will they be making Crescent Road a promenade? They took it away

Is there any thought about the pathway under the bridge like on 10 Street Bridge?

What about separating pedestrians from cyclists? One on one side? barrier?

How does it connect from bridge to existing paths?

Are we sure there will be paths on the bridge?

Have we committed to paths because it looks good or seems feasible?

LRT is most important, but it's good to hear you are committed to the MUP.

Are you thinking about any art work?

Is there a slide deck you can show me? I'm not sure what all I can ask about.

- The City provided a short overview

Committed publicly we would include MUP on the LRT bridge.

See problems with bikes and scooters on a fairly narrow pathway along with pedestrians

Width between 3 and 4 metres. Still considering if we separate modes (person only saw pedestrians so thought it might be pedestrian only). Evan showed other pics with more modes.

How do you figure out how many pedestrians versus bikes would use the pathways?

- Still looking at these numbers and collecting feedback on users.

Lives in Eau Clair - MUPs are very busy. Appreciated separating pathways for different users.

Thinking of condos, etc. there will be a lot of users.

- This participant mostly walks.
- Talked about how pedestrians cross over onto the bike part.

Bow River LRT bridge Drop-in session notes, Multi-Use Path (MUP) Room – February 25, 2021

What is the best way to integrate pedestrian s and cyclists and other modes. What are the challenges?

Considering separate modes on bridge.

The City provided similar answer as previous.

Have you thought about public art? Will it be incorporated?

Participant indicated makes more sense with integration on both sides. Some people will go fast, but he is not that type of person. Zoo bridge is wide enough that it works pretty well as it's close to 4 m which seems to provide a lot of room. Integration may make for better integration with road.

Clearance under bridge is problematic as it approaches Prince's Island. Two-sided create a nice profile.

New participant likes the option of double sided access so it's easy to access the pathways. Do you see it connecting with other GL pathways?

Have there been studies done on movement from downtown to the area? Volumes of cyclists versus pedestrians? May want to separate to keep people from walking between bikes. Since it's on a slope, cyclists might go fast going down the slope. Perhaps have a way to slow down cyclists, especially given the length of the bridge.

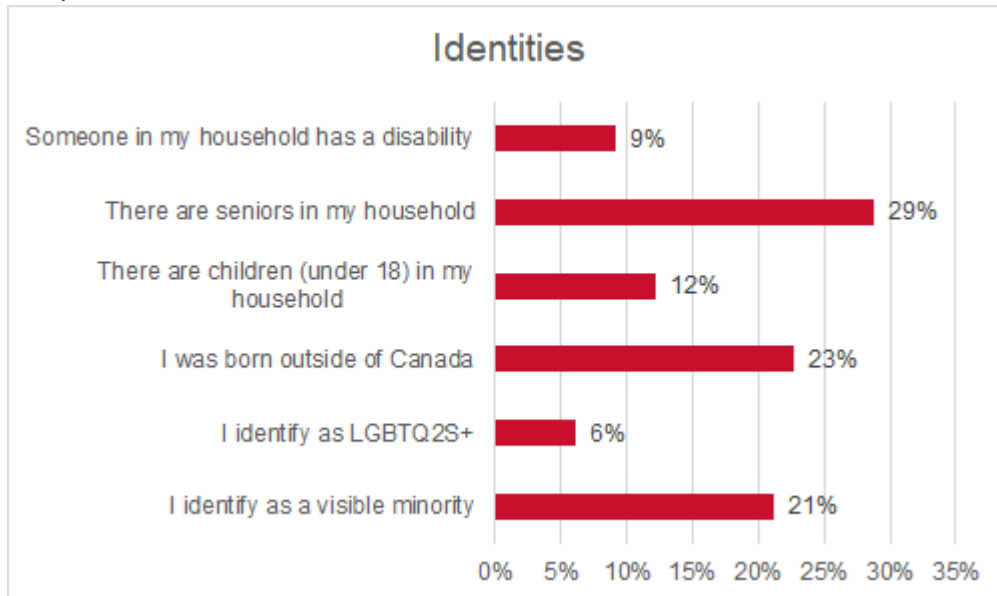
Acknowledge the issue raised.

Asked about bridge form, The City provided basic messaging.

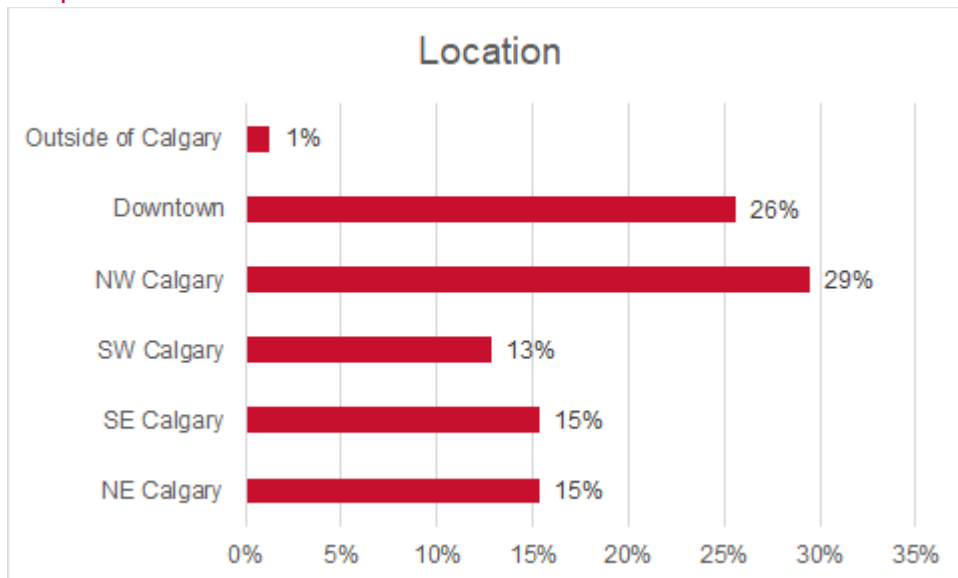
What materials will be used for the MUP and bridge?

Appendix E: Demographics

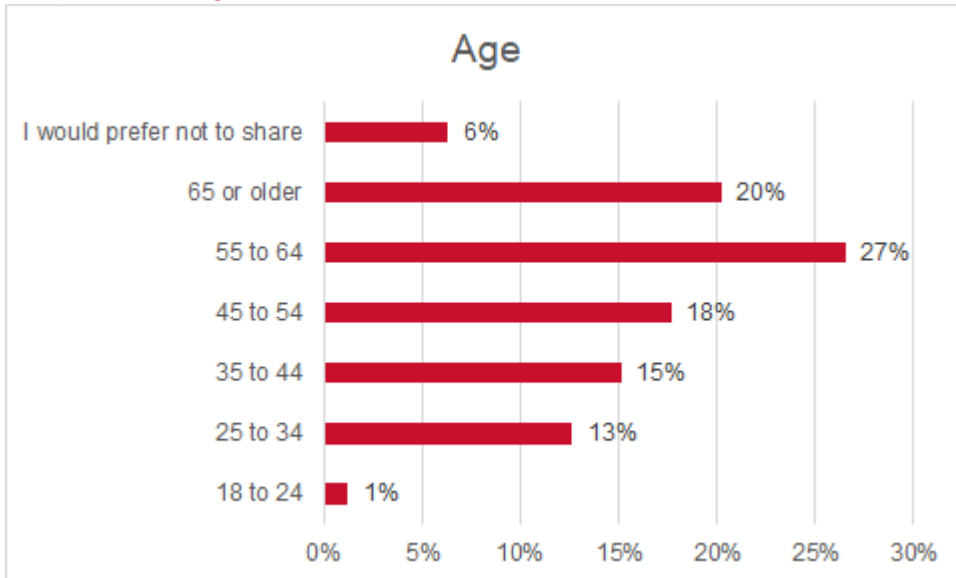
Respondents' identities



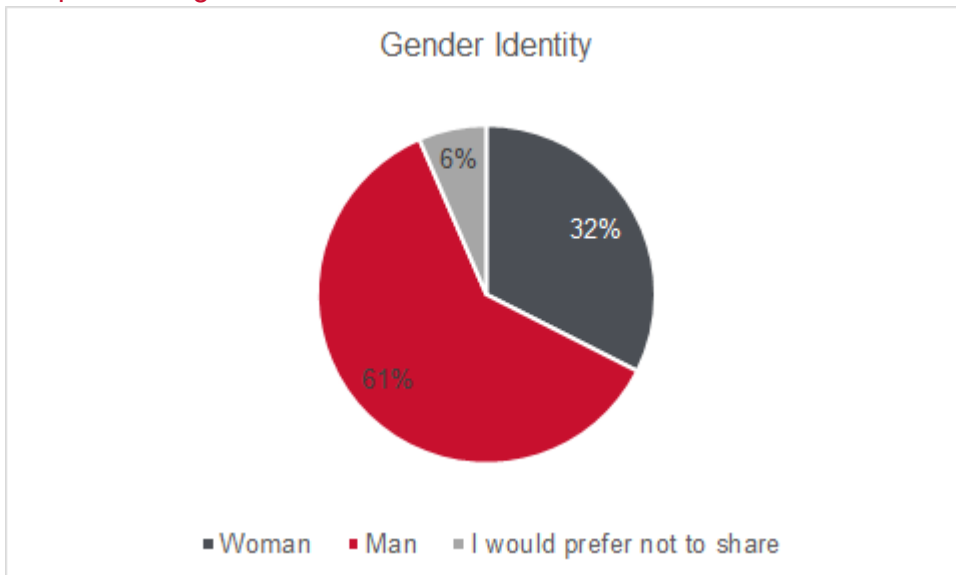
Respondents' locations



Respondents' ages



Respondents' gender identities



Respondents' household incomes

