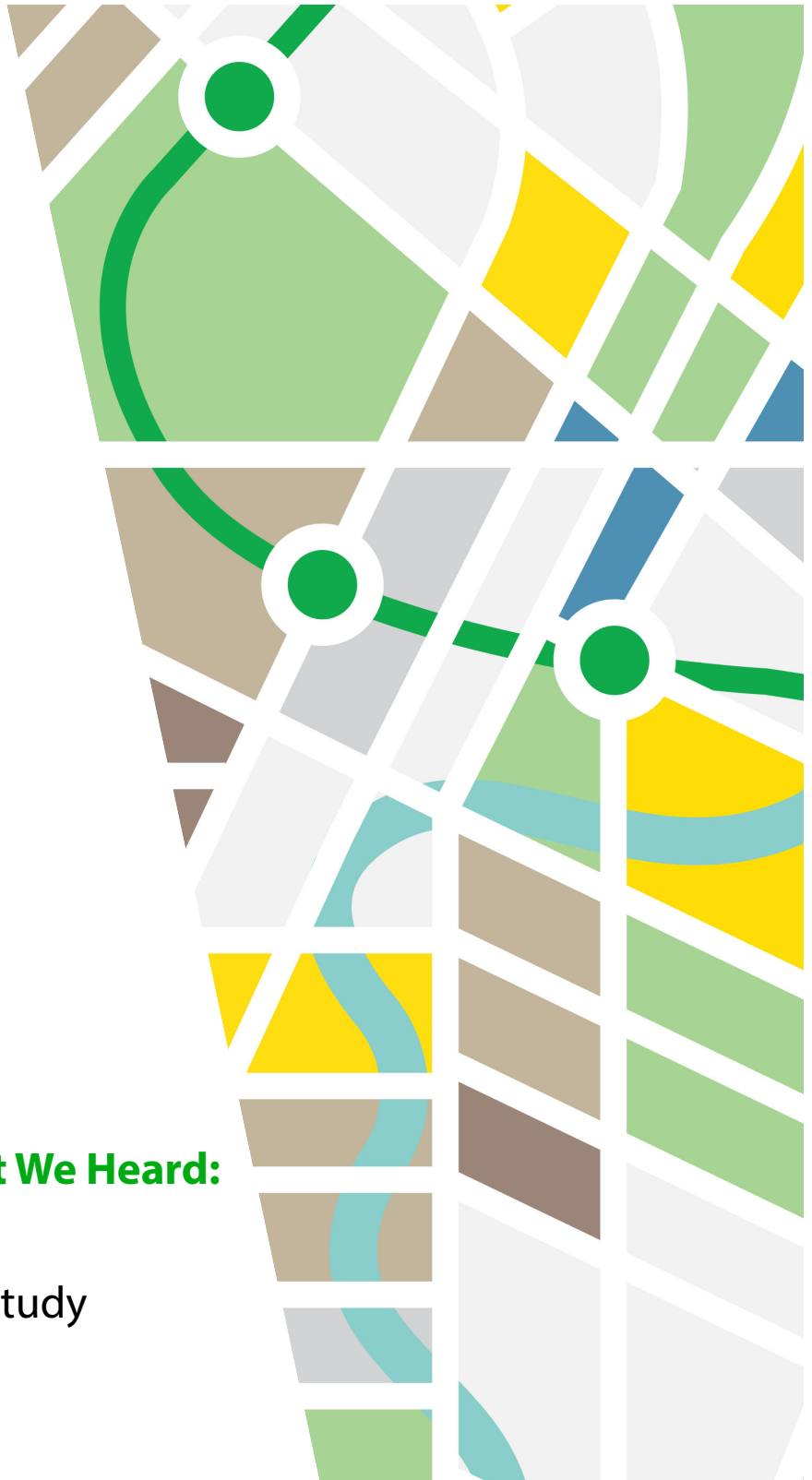


G Green Line LRT



Green Line LRT What We Heard:

Downtown Segment Functional Planning Study

May 6, 2026

[Calgary.ca/GreenLine](https://calgary.ca/GreenLine)





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Executive summary

The City of Calgary (The City) is advancing planning for Calgary’s Green Line Light Rail Transit (Green Line) with the goal of investing in a vibrant, sustainable future through a safe, accessible and reliable transit network.

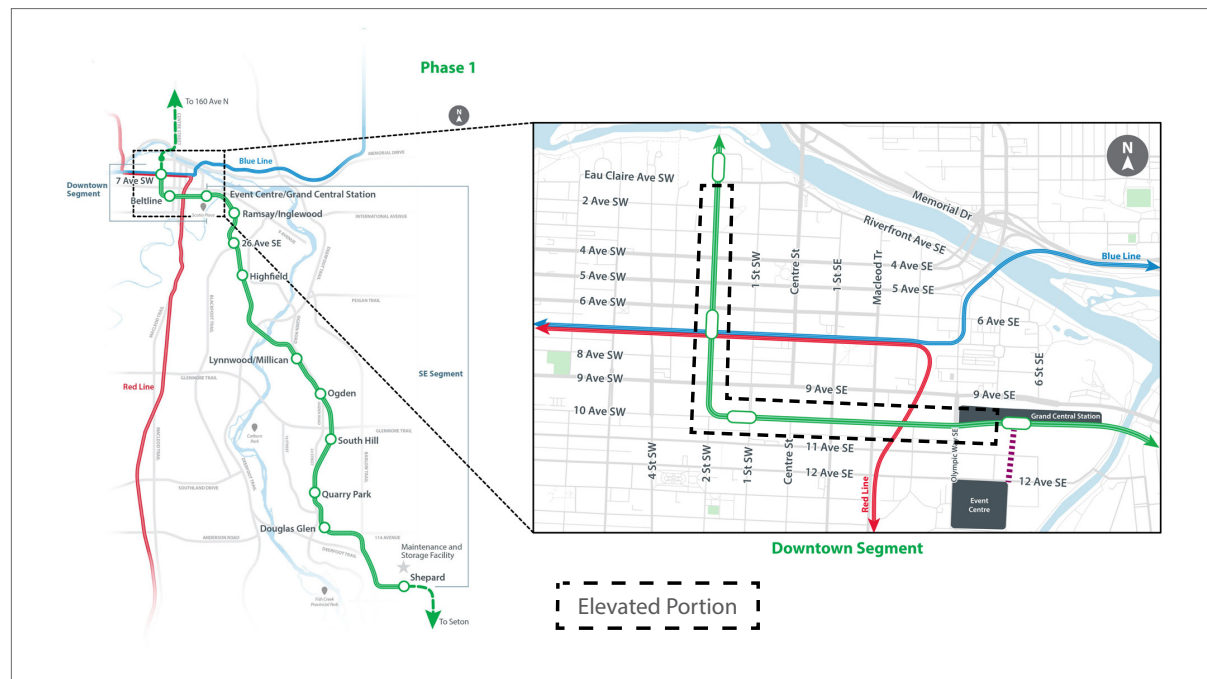
This report provides an overview of Phase One engagement activities focused on the elevated concept for the Downtown Segment of the Green Line and summarizes feedback gathered to date.

Engagement was conducted between January and March 2026 using an online survey, in-person drop-in sessions, virtual presentations and key interest holder interviews to reach people who live, work, travel through or have an interest in the downtown area.

More than 2500 participants shared their perspectives, offering a range of views on the proposed elevated route along 10 Avenue S. and 2 Street S.W.

While participants expressed support for the Green Line overall, the elevated concept drew strong opposition, with many urging reconsideration of an underground tunnel or alternative options. Key concerns included impacts to downtown vibrancy, property values, safety, noise, shadowing and long-term city-building goals. Feedback will inform further engagement efforts throughout 2026 and the development of a functional plan for the Downtown Segment of the Green Line.

Green Line LRT — Phase 1





Project overview

For many residents, Calgary's Green Line will become part of everyday life with connections to work, school, entertainment and recreation. Together with our funding partners, The Government of Alberta and The Government of Canada, The City is advancing Green Line planning with the goal of investing in a vibrant, sustainable future for Calgary through a safe, accessible and reliable transit network.

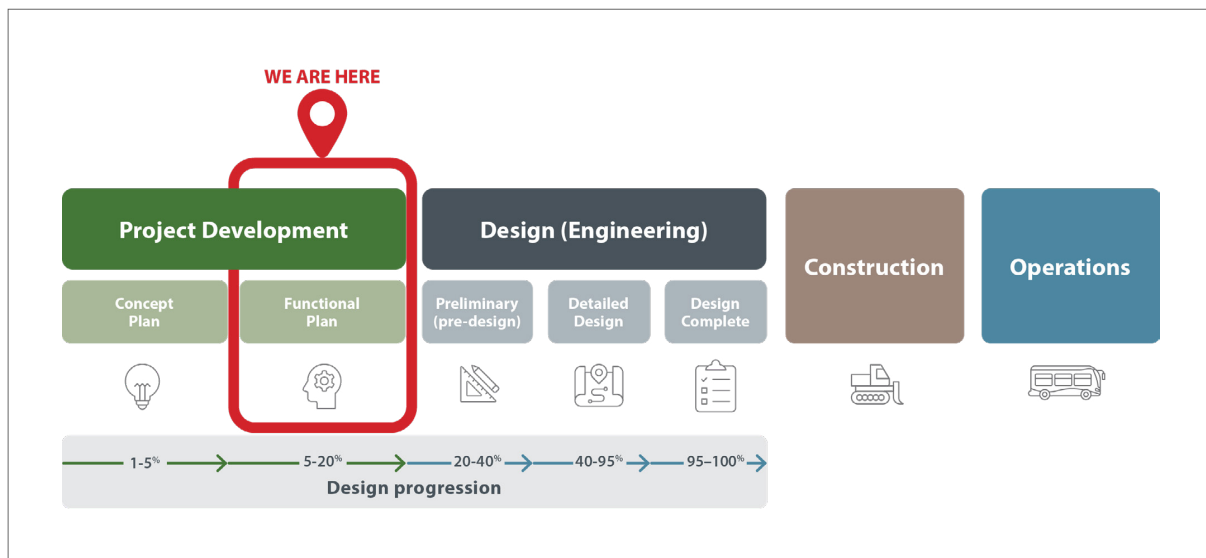
While construction is underway on the Southeast (SE) Segment of the Green Line, The City is completing a functional plan for the Downtown Segment of the Green Line.

Since 2021, the Green Line plan has evolved due to financial pressures and funder priorities. The Government of Alberta raised concerns about the value of investing in a deep tunnel which led to the introduction of the elevated concept that The City is currently studying. As part of this process, The City invited public input to help us better understand opportunities and concerns related to the elevated concept.

Feedback gathered through engagement will be considered alongside engineering requirements, validating cost estimates and identifying potential impacts to existing infrastructure.

Planning for a Light Rail Train (LRT) line is a long-term, multi-year process. Additional work will be needed to complete the functional plan before moving into detailed design and construction.

Transit Infrastructure Project Development Process:





Engagement overview

Objectives and target audiences

Using The City of Calgary’s Engage Framework, engagement was designed at the Listen and Learn level. This approach focused on providing objective, up-to-date, clarifying information about the elevated concept for the Downtown Segment to help residents understand it, while inviting participants to share their views, concerns, ideas and expectations.



Engagement activities were designed to reach people who live, work, own property, travel through or have an interest in the downtown area. There was a particular focus on businesses or residents who are located near the proposed route on 10 Avenue S. and 2 Street S.W., as well as those who use transit.

Approach

The City offered a variety of engagement opportunities between January and March 2026, including an online survey and in-person drop-in sessions. Key interest holder

Engagement events

Activity	Date	Location	Participation
Interest holder interviews	January – March 2026	In-person interviews	44 interviews
Virtual presentation and Q&A session 1	February 10, 2026	Online (virtual meeting)	85 participants
Virtual presentation and Q&A session 2	February 28, 2026	Online (virtual meeting)	48 participants
In-person drop-in sessions	February 18–22, 2026	Memorial Park Library, 1221 2 St S.W.	131 participants
Online survey	February 9 – March 2, 2026	Online (Engage Portal)	2243 respondents

interviews were conducted with potentially impacted business owners, property owners and community organizations along the route to better understand their perspectives.

To help understand different viewpoints, the survey asked people to explain how they are connected to the Downtown Segment. This helps us see how residents, businesses, commuters and others might be affected. People who attended the in-person drop-in sessions were also invited to share their connection to the project.

Two virtual presentation and Q&A sessions helped ensure participants had a clear understanding of what is currently known about the elevated concept and provided an opportunity to ask questions before sharing feedback through the survey or drop-in engagement opportunities.

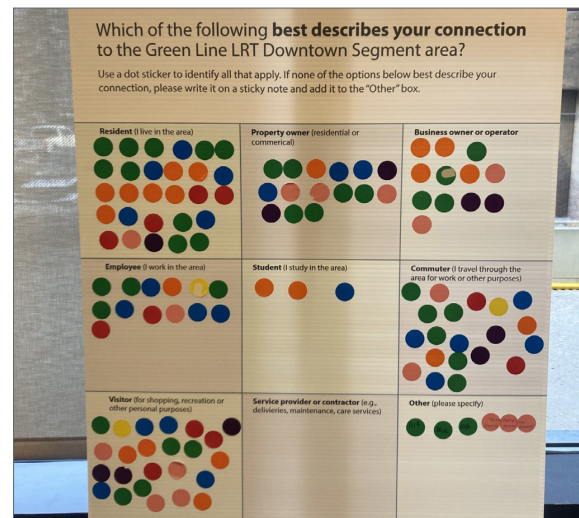


Figure 1: In-person drop-in session participants were asked to choose all the ways that best describe their connection to the Green Line LRT Downtown Segment area.

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More than 2500 participants shared their perspectives through the engagement activities.

The results summarized in this report should not be interpreted as representing the views of all Calgarians. These engagement efforts will be supplemented with public opinion research to capture the perspectives of a representative sample of Calgarians.

Engagement promotion

A communications plan was developed to build awareness and encourage participation in engagement opportunities.

Project information was shared using targeted messaging to reach both a citywide audience and communities near the route through:

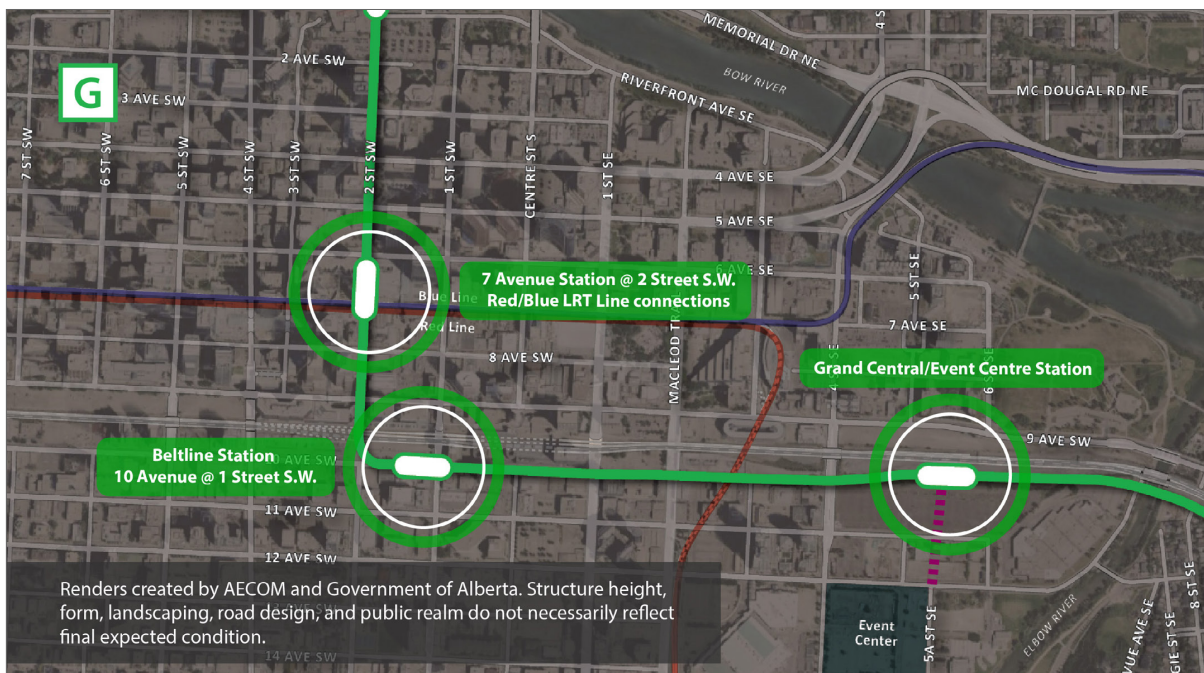
- **Digital channels:** The City’s social media platforms (Facebook, Instagram, LinkedIn, Nextdoor, Bluesky

and Threads). Select posts were promoted using paid advertising to increase visibility and reach audiences more likely to be impacted by or interested in the project.

- **Newsletters:** Articles were included in the Green Line and Downtown Strategy newsletters to update subscribers about project background and participation opportunities.
- **Print materials:** Posters were placed at select LRT stations, bus terminals and bus stops to reach local communities and transit users.
- **Road signs:** Signs were placed along major roads going in and out of the downtown, encouraging people to visit the project web page.
- **News release:** A news release was issued and media interviews conducted to create awareness of and encourage participation in engagement activities.

What we asked

Participants were invited to review information about the elevated concept for the Downtown Segment, including the proposed route, potential station locations and public spaces beneath the guideway.



Renders created by AECOM and Government of Alberta. Structure height, form, landscaping, road design, and public realm do not necessarily reflect final expected condition.



The City’s Engage portal shared early renderings from the **Calgary Green Line Alternative Alignments Assessment** report developed in 2024 by AECOM and commissioned by the Government of Alberta. This allowed participants to imagine different aspects of an elevated route and stations, with the caveat that new sketches will be created as the technical work progresses. Images of elevated LRTs from other cities were shared with key interest holders.

The City encouraged participants to consider how the elevated route may interact with surrounding neighbourhoods, mobility networks and future development in the downtown area. The feedback received will help the project team better understand what participants see as the benefits, concerns and opportunities associated with the concept.

Specifically, participants were asked to share their perspectives on four questions:

1. What do you like about the elevated concept for the downtown Green Line LRT?
2. What do you dislike about the elevated concept for the downtown Green Line LRT?
3. How can we improve the elevated concept for the downtown Green Line LRT?
4. What else do you want us to consider and explore in planning for the downtown Green Line LRT?

Who we heard from

The engagement process was designed to capture input from two primary groups:

1. **Key interest holders:** The City hosted a targeted series of one-on-one interviews with key interest holders. These groups included property and business owners, along or near the proposed route, as well as community organizations. Interest holders shared detailed, site-specific insights and concerns reflecting their exposure to potential impacts.
2. **Calgarians:** The City was also interested in understanding the broader perspectives of how the elevated concept may impact commuters, downtown residents, workers and visitors. Through the online survey, in-person drop-in sessions and virtual presentations, participants shared a range of perspectives. These perspectives reflect how they live, work and travel through the downtown area and beyond.

While both groups expressed support for improved transit connectivity, their feedback often differed in focus and depth. Interest holders emphasized economic and operational considerations related to the elevated concept whereas survey, drop-in and virtual session participants highlighted commuter experience, accessibility and future transit planning.

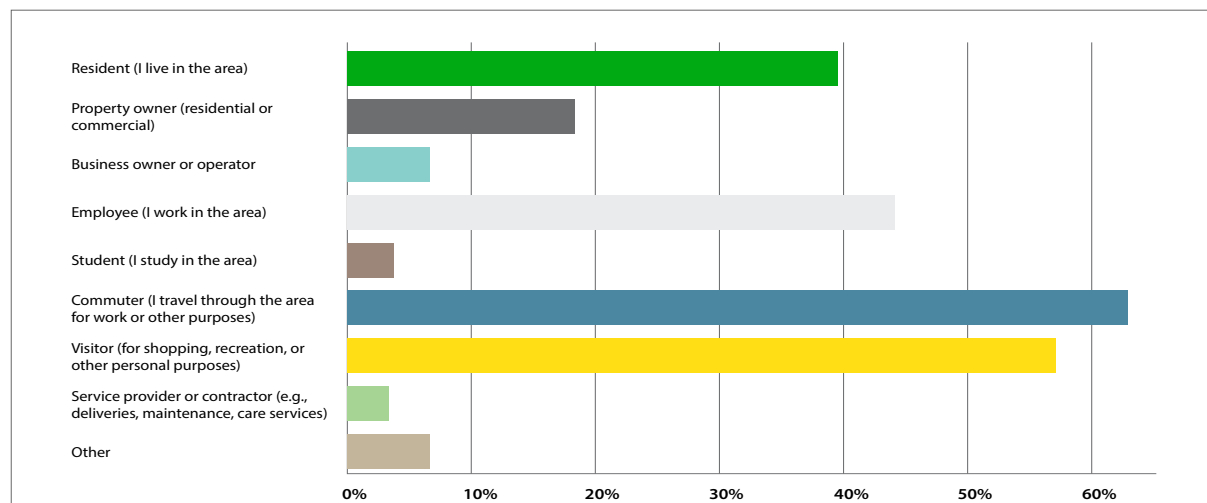


Figure 2: Online survey participants were asked to choose all the ways that best describe their connection to the Green Line LRT Downtown Segment area.



What we heard

The City reviewed feedback received through all engagement activities. Participants expressed support for the Green Line. However, the elevated concept for the Downtown Segment drew strong opposition from a significant portion of both participants and interest holders.

Participants in both groups urged The City to revisit previous plans for an underground tunnel route, with some preferring to:

- Delay planning and construction until a tunnel can receive approval from all funders.
- Cancel the Downtown Segment entirely rather than pursuing an elevated route.
- Consider alternative transportation options like a 'cut and cover' tunnel, street-level LRT, street cars or buses, or using different streets, avenues or rights-of-way.

Those who were opposed to the elevated route cited concerns related to shadowing, noise and vibration, property values, business sustainability, safety, the overall character of downtown and long-term revitalization plans.

Those who were supportive of the elevated concept shared that it was an effective solution for improving transit connectivity for Calgarians. Some participants valued the flexibility that the elevated track offers when it comes to connecting to the future segment north of the Bow River.

Many participants shared recommendations for improving the design to better support how people travel downtown, public spaces and surrounding communities. Others expressed a preference for investing in a route to the airport instead of a downtown segment.

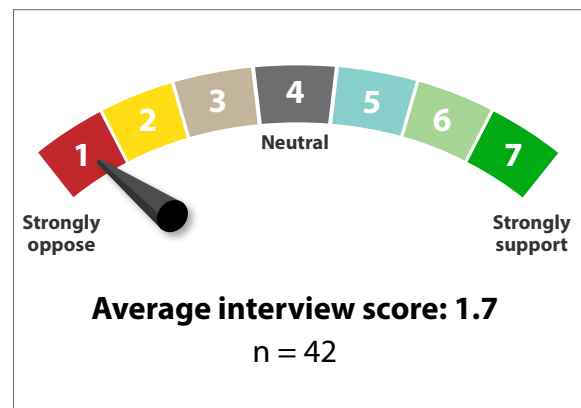
Safety, accessibility and community impacts were also identified as important priorities. This includes planning early for lighting, visibility and security around stations and under elevated sections. Accessibility was also a recurring theme with comments emphasizing the importance of inclusive design.

Participants also noted concern for economic and neighbourhood impacts, including potential effects on businesses, residents, property values and how people travel through the area. Participants emphasized the importance of mitigating construction impacts like traffic disruption, noise and temporary loss of access to building entrances and parkades.

Key interest holder interviews

Building owners and businesses along the proposed route were identified as among those most directly impacted by the elevated route, with potential implications for property operations, tenant attraction, retail viability and investment decisions. Interviews provided an opportunity for detailed, candid discussions and helped capture site-specific concerns.

A total of 44 organizations participated. Respondents were asked to rate the elevated route on a scale of one to seven with one being strongly opposed and seven being strongly supported. The average rating was 1.7 among the 42 who responded, indicating strong overall opposition.



Key themes - interest holder interviews

Downtown vision and business impacts

Downtown vision and city-building: Across interviews, participants frequently referenced the importance of building a vibrant, world-class downtown with high-quality urban design and architecture. Many felt the elevated route may undermine these goals if decisions about the Downtown Segment are not aligned with Calgary's long-term vision for downtown. Many felt an elevated LRT conflicts with ongoing revitalization efforts like current investments in arts and entertainment districts, office-to-residential conversions and improvements in Eau Claire. Topics raised include the impacts to downtown vibrancy,



integration with future development and the ability to attract tenants and talent. The elevated concept was often perceived as a short-term or cost-driven solution.

Business, property and revenue impacts: Participants expressed concerns about business viability, tenant attraction and property values. Noise, vibration and reduced privacy were identified as factors that may deter tenants and reduced building value. Some noted that declining property values might reduce assessed values and, in turn, municipal tax revenue. Ongoing uncertainty about the Downtown Segment was also seen as delaying investor decisions.

Plus 15 Network: Building owners and operators raised questions about policy implications and funding sources to accommodate the increased foot traffic in the Plus 15 Network, specifically maintenance and security costs.

Overall, interest holders identified potential negative impacts to:

- Future leasing activity and vacancy rates
- Street-level and Plus 15 Network businesses
- Commercial building class ratings which affect office building quality, desirability, assessment value and rent
- Investor confidence

Connectivity, accessibility and safety

Support for improved connectivity: Enhanced connectivity was a consistent and nearly unanimous area of support. Participants recognized the value of improving transit access and bringing more people into downtown.

Mobility and access: Interest holders raised questions about accessibility during construction and long-term impacts for people traveling through the area or visiting downtown buildings and businesses. Participants shared concerns that construction and the concrete pillars might reduce lanes, impede emergency routes and create barriers for those entering and exiting parkades. These potential challenges were perceived as contributing to a negative experience for visitors which will lead tenants to consider choosing different buildings with fewer obstacles.

Alternative routes: Many participants suggested alternative options. There was strong support for an underground tunnel, mixed views on at-grade alternatives and some interest in reducing structure height or adjusting the route. Some concerns were raised about advancing infrastructure for future northern expansion across the Bow River without confirmed plans or funding for that future phase.

Some alternatives offered include:

- An elevated route along 10 Avenue S. and 1 Street S.E. rather than 2 Street S.W., or along 10 Avenue S. and 6 Street S.W., as considered in the 2024 AECOM report
- An elevated route along 11 Avenue S. instead of 10 Avenue S.
- An at-grade route along 10 Avenue S.
- Ending the route at Eau Claire, at 7 Avenue S. or further south

Safety considerations: Safety was a key concern for many interest holders. They shared concerns that the concrete pillars will increase shading, create dark corners, reduce visibility and encourage encampments beneath elevated guideways. Interest holders also noted increased security measures may be required to mitigate crime and disorder downtown. Winter conditions, including falling snow and ice, were also identified as safety risks requiring mitigation.

Fare controls: Participants shared differing views around fare controls. Some interest holders cited safety as a concern and recommended that fare gates should be introduced at downtown stations if the Free Fare Zone is removed.

Environmental considerations

Prince's Island: Some interview participants mentioned the importance of preserving and protecting Prince's Island environment, ecology, and overall experience, worried about potential disruption to green spaces, local wildlife habitats and the use of recreational and community space.



Public engagement

Public engagement included an online survey and in-person drop-in sessions. Participants were invited to share their feedback on the elevated concept for the Downtown Segment of the Green Line and to provide recommendations on how the proposed design may be improved to better meet the needs of Calgarians.

Key themes – online survey and in-person drop-in sessions

Public engagement included an online survey and in-person drop-in sessions. Participants were invited to share their feedback on the elevated concept for the Downtown Segment of the Green Line and to provide recommendations on how the proposed design may be improved to better meet the needs of Calgarians.

The following is a summary of feedback received through all public engagement activities and includes insights, concerns and ideas, which are grouped in the key themes below.

Design concept and grade preference

While engagement was focused on gathering insight on the elevated concept on 10 Avenue S. and 2 Street S.W., participants also chose to share their recommendations for the Downtown Segment grade and route. There was a desire for The City to consider either a below-grade (underground tunnel) or at-grade route (ground-level LRT or bus), in place of an elevated route. Participants also suggested alternative streets and avenues.

Above grade (elevated): Feedback indicates that most participants are not supportive of an elevated route with many sharing that there is 'little to like' about the elevated concept. Participants who were not supportive of the elevated concept raised concerns about potential impacts to downtown vibrancy, safety and business sustainability. Some participants were supportive of the elevated concept and welcomed the additional transit option downtown.

The City heard varying perspectives related to existing ground-level transit infrastructure and features. Some

responses highlighted the elevated concept's effective use of street space downtown, as the design may allow for some traffic and parking lanes to be maintained during construction and operation. Participants asked how piers or columns may affect access to businesses and parking and how construction may impact access to parkades and loading zones for businesses.

Below-grade (underground): Many participants advocated for a tunnel and believe it will better serve the needs of the downtown community. Participants recommended that The City reconsider a tunnel instead of the proposed elevated concept with some suggesting that the Downtown Segment should be canceled entirely if an underground route was not a viable option.

At-grade (street-level): Some participants were interested in pursuing an at-grade option over the elevated concept. Participants cited increased accessibility for individuals with mobility considerations and noted that there may be benefits to having the Green Line LRT operating at street-level alongside the Blue and Red Line LRTs (e.g., use existing train cars for all three LRT lines).

Directness, connectivity and route access

Many participants were supportive of expanding transit options downtown and extending network connectivity beyond the SE Segment of the Green Line and planning for the future segment north of the Bow River. Participants expressed concerns about the proposed route and station locations and raised questions about grade changes, turns and how the route fits within the existing transit network.

Directness and route access: There was positive feedback for expanding transit options and support for The City's investment in public transit for current and future residents. Participants expressed support for extending the Green Line through downtown and highlighted the importance of smooth transfers with existing Red and Blue LRT lines and bus routes. There was also a desire for a cohesive transit network rather than isolated segments.

While participants value increased connectivity to the Blue and Red LRT lines, the proposed route and station locations for the Downtown Segment received mixed feedback. The narrow width of 2 Street S.W. was raised as a potential challenge for route integration with stations and/or tracks



being close to buildings and Plus 15 connections. To prevent loss of desirable Plus 15 pathways and to minimize disruption for residents and businesses, participants suggested that the proposed station at 7 Avenue S. and 2 Street S.W. be moved to either 7 Avenue S. and Macleod Trail or to 7 Avenue S. and 1 Street S.E. Several participants also questioned the proposed Beltline Station located on 10 Avenue S. at 1 Street S.W., noting that it is an inconvenient location for most Beltline residents to access and serves fewer businesses and services.

Other participants felt that the proposed Beltline Station (10 Avenue S. and 1 Street S.W.) and the 7 Avenue S. and 2 Street S.W. station were positioned too close together. Participants suggested that these stations be spaced further apart or an additional station be added along the route.

There was mixed feedback from participants about whether the Downtown Segment should include a station at Eau Claire. Many participants highlighted that the proposed baseline elevated concept does not include an Eau Claire Station, which was considered in previous proposals. While The City is currently conducting a functional planning study, which includes scoping a potential route and station to Eau Claire, some participants shared that the Downtown Segment should not include a station at Eau Claire. These participants questioned the station's utility and connectivity to destinations downtown and do not think the station was needed. Others recommended that the Downtown Segment should be extended to Eau Claire in preparation for a future connection north. Participants who were interested in an Eau Claire Station raised concerns about impacts to environmentally sensitive areas and potential disruption to wildlife. To mitigate these concerns, participants suggested that environmental impact assessments be conducted and the results clearly communicated before considering future connections across the Bow River and Prince's Island.

Plus 15 Network: Participants shared that they want to see the elevated route integrated and accessible to the Plus 15 Network to support connections between neighbouring buildings. Feedback indicates that participants may benefit from more information on how the proposed route might impact the Plus 15 Network. Several comments questioned whether existing Plus 15s may need to be demolished to accommodate the elevated line and guideways.

Future planning and expansion: Feedback highlighted a need and desire for improving transit accessibility and connectivity for Calgarians. Participants emphasized that the route of the Downtown Segment should allow for a future extension to connect the segment north of the Bow River. There were also several comments that indicated support for expanding the transit network and service to the airport. Some suggested that the line terminate at 7 Avenue S. rather than extend further north.

Transit service, reliability and efficiency

Participants highlighted the value of reliable, efficient and accessible public transportation to better connect Calgarians to key destinations and services.

Separation from ground-level: Feedback indicates that some participants value separation from ground-level as it removes interference with street-level activities. Those participants believe that separating the Green Line from people walking, wheeling and driving will increase reliability and efficiency for everyone travelling through the area, especially during peak commuting hours and during events. Participants also highlighted that they will benefit from the grade separation because it will increase safety and reduce the risk of collisions between the Green Line and people driving, which happens occasionally on the Red and Blue LRT lines.

Winter weather conditions: There were comments related to the potential consequences of having infrastructure exposed to winter weather conditions. Many participants believe that snow or ice buildup on the elevated tracks during the winter may result in frequent delays or interruptions to service and safety issues from falling ice or snow, making it an unreliable or inefficient option for commuters. Concerns were also raised about long-term reliability. Participants suggested that the concrete pillars supporting the elevated tracks will require frequent maintenance due to exposed conditions from the elements.



Commuter experience: safety, comfort and accessibility

Feedback specific to commuter experience, comfort and accessibility for the Green Line was mixed. Participants highlighted the benefits of elevated stations alongside some reservations related to overall comfort, safety and well-being while using the Green Line.

Safety and comfort: Some participants were satisfied with the openness of the elevated concept, pointing to increased exposure to natural light, downtown views and connectivity to phone and internet services as contributing to a pleasant commuting experience. Participants also noted that the addition of the Green Line may help reduce crowding and reduce pressure on Red and Blue LRT lines, allowing for a more comfortable rider experience.

However, many participants reported concerns about safety when accessing the platform, stations and train, especially during off-peak commuting hours. To enhance the feeling of safety and improve rider experience, some participants indicated that they want to see fare gates to limit transit access to paid riders. To create a safe experience for riders, they want a security presence and monitoring of stations to discourage loitering and additional lighting to improve visibility.

Visibility of stations: The City heard that elevated stations visible to public spaces will make it easier for residents and visitors to orient themselves when navigating to key destinations. Participants noted that visible stations may also support increased ridership because they will remind people that the Green Line and public transit are options for travelling downtown.

Accessibility of the Green Line and stations: The elevated stations and platforms received mixed feedback related to accessibility. Responses focused on the ease of entering/exiting stations and moving between street-level and elevated platforms. The elevated height was seen as a barrier to access and will deter people with mobility or other accessibility considerations from using the Green Line. Participants noted that accessing the elevated stations using small wheeled devices (e.g., scooters, strollers) or while transporting a bike may be challenging and raised concerns about the unreliability of elevators at existing stations. To improve accessibility for all transit users, participants emphasized the need for easy to access and properly maintained elevators and escalators.

Free Fare Zone: To support ridership of the proposed Green Line LRT Downtown Segment, some participants shared that they want to see the Free Fare Zone preserved. Preserving or expanding the Free Fare Zone, which currently runs along 7 Avenue S. between Downtown West-Kerby and City Hall/Bow Valley College Stations, will enhance accessibility and connectivity for riders to the broader CTrain network.

Downtown vibrancy: resident experience and business impacts

Downtown revitalization was an important factor for many participants when considering the elevated concept for the Green Line LRT. Participants expressed a strong desire for an attractive and vibrant downtown environment for people to live, work and play. Participants specified that the elevated track be designed so it will enhance the downtown experience and align with Calgary's longer-term goals.

Visual impact and shadowing: The overall aesthetic and visual impact of the proposed elevated concept received mixed reactions. Several participants shared that if integrated thoughtfully, the modern style concept shared may complement the existing cityscape by adding visual interest. Others raised concerns including:

- Worry that an elevated guideway will create an industrial feel that is 'cold' and 'sterile'
- Concrete pillars will reduce sightlines, increase shadowing and limit opportunities for green space thereby making the area less welcoming
- Elevated track and pillars will accumulate debris, snow and ice
- Constant exposure to the elements will make them appear unsightly over time

Safety and comfort: Participants shared that their perception of safety and comfort towards downtown affects their willingness to visit businesses in the area. In addition to shadowing effects, several concerns were raised that an elevated track will create a division in public spaces by creating physical and perceived barriers on the streetscape. Many participants reported feeling unsafe when visiting downtown and expressed concerns that areas under the elevated track will encourage



encampments and social disorder. Participants shared that additional security presence and monitoring at downtown stations and connections to the Plus 15 Network will improve their feeling of safety and comfort.

Property values: There were a significant number of comments related to potential negative impacts to property values for both residential and commercial property owners. Participants raised concerns that the elevated line will make residences and businesses along the elevated route less desirable and therefore less valuable, with some questioning plans for compensation.

Placemaking and community activation: Improving opportunities for placemaking and community activation was consistently highlighted by participants as a priority for downtown revitalization. Participants indicated that they welcome opportunities for increased street-level engagement to generate economic development. To make areas underneath the raised infrastructure more appealing as a destination, adding services like coffee shops, street vendors, restaurants and retail shops were recommended by participants. There was support for public art installations featuring local and Indigenous artists and the addition of green spaces where possible to help activate the streetscape. To improve connectivity and accessibility to these areas, participants are interested in seeing spaces for people to walk and wheel beneath the elevated track.

Noise and vibration: Many participants were critical of the noise and vibrations that will be generated during construction and operation of the elevated route. Participants view the train cars as loud and believe the added vibrations will become highly disruptive to surrounding buildings, including residences, offices and commercial labs.

Privacy concerns: The elevated route intersects an area with a high density of high-rise residential buildings and office towers. Several participants perceived the elevated route as being invasive and voiced concerns about privacy for those living and working in adjacent buildings.

Governance and decision-making

Participants frequently commented on how decisions are made across different levels of government, including the role of the Government of Alberta, historic decisions by The City and how public input informs outcomes.

Communication: Many comments focused on the importance of transparency and clear communication regarding how key project decisions are reached, especially after many years of studies and public engagement. Participants frequently requested more information about the analysis, trade-offs, research from other cities and rationale informing the selection of an elevated route.

Decision-making: Trust in the decision-making process was another common theme. Some participants expressed concerns about political influence and questioned whether project decisions were being guided by technical evidence and long-term planning considerations. Others emphasized the importance of involving subject-matter experts, including engineers and urban planners, in evaluating options and informing infrastructure decisions.

Public engagement: Participants also discussed the role of public input in shaping project outcomes. Several comments highlighted a desire for community input to influence the decision. The online survey's 300-character limit for responses to open-ended questions was flagged as insufficient for meaningful engagement.

'Get it done': Respondents shared that they are supportive of completing the Green Line from the south to the far north, noting that the project has been in progress for a decade and residents are eager to have this transit option.

Cost considerations: Budget and cost considerations were frequently referenced in relation to decision-making. Some participants questioned whether project decisions were primarily driven by short-term budget constraints, while others emphasized the need to balance costs with long-term city-building vision, including urban design, infrastructure longevity and transit system performance.



Next steps

The input summarized in this report will be used to help inform the ongoing development of the Downtown Segment functional plan and shape future public engagement efforts.

Feedback will help the project team:

- Identify community priorities and key areas of interest
- Refine planning considerations and design opportunities
- Inform recommendations for the Downtown Segment functional plan

Engagement for the Green Line Downtown Segment will continue throughout 2026 with details on next steps, timing and methods in development.

Public input is important, but it's one piece of the puzzle. The project team will also consider budget, policies, bylaws, technical analysis, best practices and research within its decision-making process.

