What We Heard Report Verbatim

Red Line LRT South Extension: Functional Planning Study / Phase 2

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.
Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the City's Respectful Workplace Policy or Online Tool Moderation Practice, have also been removed from participant submissions.

Based on your responses above, what changes to the layout of Silverado station would make this station work better for you and the community and why?

Have parking in the station layout.
The proposed layout suits my needs. It will make my way to the c-train way easier. I'm currently living in Legacy, which takes me 30 minutes to the train by bus.
I live at the far west end of 194th and it will be a long walk to the station. The map isn't clear about the pathway system from the west end of silverado to the train but I would like that to be a part of your plan. Also, Sheriff King road only being one lane is very backed up and should be wider to accommodate the growing community and access to the train
cross walk for people crossing the street for safety and avoiding traffic. a parking lot of cars
I don’t see car parking area. Is there any proposed? Should be no cost or low cost!
Add in parking. No one will use it if it doesn’t have parking.
None
The bus connection is preferred especially for people who lives in inner Silverado (bus 102)
There should be a park-and-ride parking lot; otherwise, the Silverado station will not be used to its fullest capacity. A lack of a place for riders to park will increase the congestion of vehicles due to people having to be dropped off by car. (If riders pay for parking, it will add another revenue stream.)
This extenstion would bring more criminals, drugs and unsafe behaviours to the area. City of Calgary has not done enough to crack down on the criminals.
More space for drop-off and pick-up by car
"Crossing are not clearly marked and there appears to the three intersections at the crossing points of Silverton Blvd (Silverton Ave, Silverton Commons and an unnamed street on the north). Cars turning onto or off Silverton Blvd likely would be hazards for pedestrians and cyclists. Also having a drop off on the east side of Silverton Blvd assumes very few pick/drop-offs at this station. My experience at Shawnessy and Canyon Meadows Stations is with less parking there is a lot more drop-offs and pick-ups.

More scooter and bike parking would likely be needed with the growth of e-bikes and e-scooters, especially with a lack of automobile parking."
We need it badly and we hope it starts soon to help community.
I believe that even a small parking lot for the station would be necessary as not everyone walks to the station and residents of the community may start to complain if transit users start to park in front of their houses.
Prioritize the Red Line extension over the Green Line.
Parking. Jerks. Stop trying to social engineer everyone.
"With bike theft being such a big issue or cyclists if you want more people to ride their bikes to the train station you need to have secured indoor parking or bicycles like they do in the Netherlands. For myself I am more likely to ride my bike somewhere if I feel confident that my bicycle will be there when I get back. I ride my bike to work most days except for when the temperature goes below -22 as I find riding in those

temperatures becomes difficult due to my bicycle giving mechanical issues like a freezing chain and also your eyelashes start to stick together at that temperature. Snow removal for a bike paths is also important as it becomes too difficult to ride when you get more than a couple of centimeters of snow on the ground. Ice is not a big problem as you can get studded tires.

Another advantage of indoor parking for bikes is a dry bicycle seat nothing worse than sitting on a wet sponge on your way home.

I hope this idea will help improve your goal reducing car traffic to the station which will improve the quality of life of people who live nearby the station. And of course reach environmental goals.

Thank you for asking for our feedback sincerely [removed]."
More pickup and dropoff spaces. Also there's a high demand for parking currently at Somerset Bridlewood station, and Silverado station offers no parking for people who want to park and ride.
You prefer to have a huge unsafe, dirty and un-trustable transit system!!! Why not learn from Vancouver and Toronto? Shame on you all Calgary Transit
"Here are few broad points I feel lacking in the layout:
1. Protected bike lanes with traffic calming from nearby communities to the station should be part of the plan (Motor vehicles and bikes cannot share the same infrastructure safely). There is also no visible safe access to the Bike and e-scooter access from the connecting roads.
2. Same seems true for pedestrian access to the station. Both pedestrian walkway and bike lanes should be marked for visibility and raised above ground level to the footpath, so motor vehicles have to slow down near them."
Nothing stands out as particularly bad here. I am unsure of the kiss & ride (car dropoff) layout as I don't know what is forecast/expected for that traffic, but it seems to be reasonable given the immediate area this station is serving is not very wide east-west and is reasonably accessible by foot. Please ensure though that any at-grade pedestrian crossing with the tracks is guarded by a proper arm as seen in stations like chinook or banff trail and not like the stupid open railing thing like used at fish creek and please have at least some if not most of the platform covered by a roof
"This Red Line extension currently does not adequately serve the fast-growing southwest communities of Silverado, Yorkville, Belmont, and the Sheriff King Street corridor. These neighbourhoods are densely populated and expanding rapidly, with a high number of daily commuters who rely on transit options.

Right now, the proposed placement of the Silverado station sits too far inward from the main residential areas. Even a shift of 300–400 metres makes a significant difference for residents who depend on walking access, especially during winter conditions. A minor adjustment of the station location westward toward 194 Ave SW / Sheriff King Street SW would make the station accessible to a much larger portion of the surrounding communities.

A station positioned within reasonable walking distance of as many neighbourhoods as possible will directly impact ridership and long-term usage. Many residents feel this way but do not actively participate in public engagement, so please consider this submission as a collective voice representing the lived reality of most people in the area.

A small shift in placement will create a much more practical, community-integrated station for the entire southwest region."
It's critical to include park and ride in the plan. Buses have operational limitation in their start and close times.
Cars should be able to go closer to the station and pick up people. Buses should have a terminal beside the station with a heated waiting area and only accessible for CT passengers

I think more pedestrian priorities are needed, as Silverado especially with the introduction of Silverton will have a lot of young families using and accessing the stations. For instance the pedestrian access from Silverton boulevard must have pedestrian safe areas. Especially considering street crossing from Silverton commons SE and Silverton Ave SE. I expect this to be a busy station as many people already commute from Silverado to Somerset station as well as BOB.

Not sure if the passenger pick up and drop off area is right on the street , it should not be on the main road and have an easy way in and out , drive around like on a cul de ask

I am incredibly disappointed in the lack of park and ride option at this station. In the "What We Heard Report" from Phase 1, it is incredibly clear that Park and Ride was the most highly sought after feature of Red Line expansion train stations, with 36% of people responding that they would prefer to access the train station by car. The lack of Park and Ride would restrict access to many Calgarians that have mobility issues, who struggle with taking busses during the winter, or who cannot ride a bike to the train. Further, the survey above does not accept answers re: a park and ride, leading to flawed data about how people in the area feel about the proposed layout.

This is stuff the city should already know and such long engagement seems silly.

Secure bike storage/lockers are a MUST!

The only thing I can think is that you have to be on that side of the road to drop off. It would be good if there were drop offs on both sides with a pedestrian bridge

I would add a larger loop for busses and pickup/drop off. Additionally, with the Silverado station and 210 Ave Station being so close together I'm not sure both are needed especially with Silverado not being a park and ride. It's so far from walking distance to Chaparall and Walden it's a waste of money. Focus on the 210 Avenue Station as it's a great idea and has everything

There should be parking with this station...none seems to be shown or listed. This will undoubtably overrun the surrounding neighbourhood with vehicles

I am not sure what ways to improve the layout but I highly appreciate the focus on pedestrian and cycling orientation over vehicles.

Please don't put a bridge connection into Chapparal from the station. It won't serve more than a block or two for ridership. Good connecting bus routes from the station to reach deeper in to the community's down closer to the river would make more sense. Also a bridge from the train station into the lake community of chaparral would funnel unhoused drug users into the community.

Putting the station by Sheriff King St. would make it more accessible to most people in the area.

More parking for drop off and pickup. This street will be busy with parking on street near station.

The silverodo station should NOT exist whatsoever. Not having the homeless around my neighborhood makes me feel safe and building this station would not make me feel safe anymore.

More bus stops on 194 avenue

People are still going to want to park cars in the surrounding area because it's practically instinctive. They will therefore end up parking cars on and around Silverton Boulevard and it may be necessary to build some sort of parking even if it is small, similar to Shawnessy station.

It all looks good to me, I'm just excited about the prospect of having the LRT come out to Silverado

The station is situated on one side of the community, having bicycle lockers or storage spots for users would make it easier for people to make that last mile trip without a vehicle.

"It's too far away, it will be drive-to station, which is fine, but pretending otherwise is delusional. Silverado was poorly designed from the beginning. Too much sprawl.

Biggest thing is cracking down on vagrancy. This train won't serve Silverado as much as it will import [removed] into the neighbourhood. Calgary needs to stop cowering to criminals and protect its citizens. If this problem is not fixed, I do not want a train station in Silverado."

"Putting a bus terminal in the middle is not convenient and creates conflicts between buses and pedestrians. Also the whole concept looks like current suburban wastelands around stations.

Ideally I would prefer to have a pedestrian plaza with some retail/services directly in front of the station, bus terminal on one side of a plaza and a kiss and ride on another side.

The goal is for pedestrians to avoid any crossing when transition from train to bus and at the same time have access to shops and services when they arrive or departure"

Please prioritize walking, bus and biking connections over private motor vehicles

This is a pretty crude representation. It's hard to know what it will actually look like but I do like that cars are kept well away from where people are walking and biking. I can't stand the concept of parking lots beside train stations - it is such an unbelievably low value use of land. The real proof will be in how the surrounding road and developments interface with the station. I would suggest raised crosswalks to get across Silverton Blvd, with a traffic light or at least pedestrian crossing light. If adjacent development could have green space or a plaza facing onto the station, with direct pedestrian access into the buildings that would be amazing. What we need to avoid is building parking lots that everyone would need to walk through to get anywhere.

Don't need this.

To prevent crime expanding to communities it's very important to install devices to control access in and out of the platforms. With that, Calgary Transit will ensure fare payment and require less enforcement and will have valid reasons to arrest any violators of access controls and focus more on passenger safety and train cleanliness.

I would think the car drop off area should not be adjacent to the bus drop offs as I would imagine this to be a busy station given there is no park and ride option. Just to avoid congestion

Bus connection is the most important. There should be a place for car drop offs too.

It's hard to say, the street is barely built and we don't know how busy the streets surrounding are going to be. Limiting the parking makes sense if there's no out of town commuters. Surrounding streets may get packed if it's built before the 210 station.

I would move it to the north side of 194th for easier access and move the 210th station to the north side of 210th to serve Legacy and future SW communities better.

Hope their is a little more room for car dropoff/pickup

It seems the pick-up / drop off area is limited, it would be better if there were a separate loop for that rather than having it along the side of a road that might be in use by others

Since this was promised years ago to new homeowners when buying their houses in Silverado, I think the current layout is perfect and needs to be implemented asap.

Current layout is really functionable, looking forward to enjoy future transportation of calgary.

It looks good, just make sure there is priority to pedestrians and cyclists, then busses, and finally cars (which should be lowest priority)

You should provide enough space for public parking as in Anderson

Would be nice to have vehicles parking lot.

You need to include parking at this station. Silverado and 210 are meant to service 90,000 Calgarians in nine South Calgary communities and your plan is to only have parking at 210? You need to build a parking garage with multiple levels at both stations. As it is, it's almost a 40 minute train commute from these stations to downtown. And you expect people to add 15 minutes waiting for a bus and train, plus a 30 minute bus ride. Both ways, that's almost 2 hours and 30 minute commute time. It also needs to be taken into consideration that all of Okotoks uses the end of the south line, for parking and transportation. Are those people included in your planning numbers? As it is, there is no parking at the any of the train stations south of Anderson at 7am. Taking the bus is not an option as there is no express direct train from Legacy. I currently have to drive from Legacy to Anderson every day to find parking for the train. YOU NEED TO PRIORITIZE AND INCLUDE PARKING AT BOTH SILVERADO AND 210 STATIONS.

This is Calgary, not San Diego. We don’t have +25 C degree weather year round. Did you ever take the train in the middle of winter? Did you enjoy walking? No. Especially in the suburbs. Yeah we’d all love a walkable city but its not enjoyable in this climate. People get a ride to and from the station. That needs to be prioritized.

As many people are moving to Belmont, Legacy and nearby communities, and with so many new homes still being built as the area continues to expand toward the southwest, I would prefer if the City also considered adding a park-and-ride option at the Silverado station.

202 The connection with more communities
203 Much much much needed! It is getting very busy in the south
204 I think the location should be closer to Silverado. It seems to be closer to Belmont unfortunately. I'm hoping
205 it was near sheriff king street
206 Nono
207 Remember that everyone going onto and off the train because of the position of the station can be
208 happening through just one side as the other is water. Maybe if there is enough room and space for
209 outgoing and incoming passengers through Perhaps a bridge over one of the trains to allow flow due to the
210 position of the station.
211 Park and Ride as there is a lot of people who would benefit to drive to and then ride, increase population in
212 this corner now. easy access for down town and south businesses not to have to commute, ease up
213 traffic on Mcleod and Deerfoot.
214 It seems like it would be difficult to walk to from Legacy. I would like to walk there from Legacy on a regular
215 basis.
216 "Please make the station platform and shelter designs simple and easy to use, with access at both ends of
217 the platform and easy crossings of all the tracks (including CPKC).
218
219 Please also integrate the design of the connection across the Priddis Slough and MacLeod Trail to
220 Cranston, and ensure that this offers both easy station access and a convenient through connection for
221 east-west trips that may not involve LRT use.
222
223 Ensure that the design of the pedestrian accesses along the sides of the bus loop are done in a way that
224 can support adjacent development, whether residential (street-oriented units at grade) or potentially some
225 commercial units that could help activate this space and make it safer (particularly along the sunny
226 northern side). Think generous sidewalks, at least one or two rows of street trees, and avoiding chain link
227 and grade differentials with the adjacent development sites.
228
229 Please include secure, card-access bike parking, similar to what TransLink is doing at select SkyTrain
230 stations (though preferably with access cards specific to bike parking)."
231 "There should be ample lighting along the walkways leading to and from the station. The walkway design
232 needs to be corrected as well as people will have to walk up and don sloped areas and that can be very
233 dangerous in winter. Sanding/Salting and the type of material the walkway is made of or connects to
234 existing pathways needs to be addressed keeping winter in time. This area gets very strong winds and
235 blowing snow due to the open area. Need to allow heated shelters for those waiting for bus or train.
236
237 There has been an increase in homeless or drug addicted people near somerset station. I suspect this
238 problem will move to Silverado and 210 community as well. There needs to be a very strong policing plan
239 for this as silverton, belmont are dense communities which are rife for robberies or general crime. People in
240 the area have kids playing in the street right now and that will change and result in a strong negative
241 feedback to MLA and city Councillors if there is no strong policing plan in place."
242 "Please make sure that sheriff king street has two lane to avoid congestion.
243 SW communities crowded and need proper access for traffic ."
244 The current station design is severely flawed as it does not include a park-and-ride. If the City of Calgary is
245 serious about transit use, then having the station designed with designated transit parking is critical.
246 Otherwise people will be forced to park on the streets surrounding the station taking up parking space from
247 local residents. This design does not have our approval and clearly makes profitable real estate a priority
248 over building a parking lot that will allow individuals from the area access to the c-train. The Shawnessy
249 parking lot is already overflowing every morning indicating that there is clearly a need for park-and-ride
250 access. WIthout a park-and-ride option, this station will be severely under-utilized.
251 There should be no Silverado station. The people who live here do not want a station. Crime rates will rise.
252 WE DONT WANT IT

LRT stations are often neglected areas where half dead sticks remain and dirt is there in place of grass. This neglected look invites crime and loitering. Stations need to be well cared for. A "green space" sounds wonderful, but if it is like most of the BRT and LRT stations, then it will be a bunch of half dead trees with overflowing garbages - areas that have been neglected, and that make people feel unsafe to be there.
Wide lanes to allow buses to pass as drivers wait in the pick up/drop off.
There needs to be park and ride . Other wise I might as well drive to work
As someone who lives in the area and commutes downtown, why is there not a place to park? I love in Silverado and Google maps shows a 40 minute walk. Given the limited bus frequency in the neighbourhood why not put a park n ride? I would probably continue to drive with the current set up.
Nobody in Chaparral wants the pedestrian bridge to this station. It is too close to the school and brings in undesirables to a neighborhood the police already ignore. Everyone has cars and will likely just use the 210th station instead anyway. Save the money on the kilometer long bridge from Chaparral over the swamp and use it to fix the 19th interchange design blunder
I think that the station should be renamed to “Silverton Station” rather than Silverado since it is located in the community of Silverton and not in Silverado. Naming it after a community that it is not located within can be somewhat misleading even if the namesake community is nearby. That’s why I believe the current Somerset-Bridlewood station should be renamed to just “Somerset Station” as including Bridlewood feels a bit redundant. Like I mentioned in the 210 Ave S station comments, I believe it could be cool if you named one of the two new stations “Priddis Slough Station” as a reference to the adjacent wetlands. However, bottom line is: I believe the stations should be named “Silverton” and “Belmont”.
More bike infrastructure with better safety measures. Many people want to cycle, but don't want to come home to a stolen bike. Better bicycle safety measures make people more likely to cycle and feel secure leaving a bicycle at the station. Also I am a big fan of no park and ride, it incentives alternative transit routes and makes future transit expansion cheaper. Just make sure to support it with adequate cycling infrastructure and bus networks
I feel like there's going to be a lot of pick up and drop off owing to how short the drive would be for many especially in the winter. Perhaps it would be good to plan ahead to make sure the drop off process isn't too hectic and doesn't cause traffic disruptions
The layout for buses could be like the walking layout.
No changes needed.
We will be very grateful if the government agencies can build red line LRT south extension quickly, because we have to go out to work or go to school every day. Thanks for your work hard and help our community.
Since the design does not include a dedicated park and ride lot, users would benefit in having a shelter to use during winter time while they wait for either a bus, train or somebody to pick them up
Its very hard when the train is two separate ways to get to them (like Shawnessy station). Its easier when they are accessed by one platform
It's a quite a walk for people from chaparral especially now that the station is on the other side of the pond. Will there be a bridge or how are peopel from chaparral to get there, bus and car only?
Drop off and bus terminal should be prioritized kind of Shawnessy station, but more parking lot for park and ride
Ensure there is a pedestrian walkway from Chaparral
Parking should be taken into consideration as there is huge overflow at Somerset already. In addition, considering that an LRT is in development in that area, it is also likely that traffic will grow on Sheriff King BLVD. Maybe requiring a lane extension to this as traffic will be leading to the station.
I simply hope that future adjacent developments will orient their facades to the plaza, activating the space.
Excellent.
none
It will ease out current load on Somerset and reduce traffic in and around the area.
It is imperative we have traffic lights at 194 Ave at Belmont St SW so everyone can cross this very busy avenue to Silverton. Then, we can access the LRT walking thru the Silverton neighborhood.

I feel that the pick up/drop off area should be moved to the bus loading area or combined within it as the street will cor sure become clogged at times which could pose a threat to pedestrians during busy times. It may also be more prudent to create an adjacent parking n ride area close by as this station will service a large number of people.
Is there a multi-use path being considered that runs parallel to the tracks, similar to Shawnessy station? This would make arriving to the station via bike, walk, scooter much safer than having to cross roads through a bus loop. This would also make it safer for people being dropped off by car or bus as there would be fewer pedestrians crossing the streets.
Increase the parking space.
Concern of people just parking in the pick-up and drop-off areas without allowing others in and just blocking the available space while they wait for someone to arrive.
I support this :)
Dedicated bike pathway between LRT stations
Bike lockers?
Heated shelters + bathrooms
Bathrooms!!
Local small business at station (like Bridgeland)
Heated + indoors
Ensuring the space is accessible for all individuals, apparent & non-apparent disabilities
Have a large heated bus shelter - for long bus waits
Would like to see how accessibility is planned for in early stages
More security and heated indoor
More frequency and accurate trains
More art
I want the project starting ASAP!
Add a heated shelter to Silverado
Incorporate Ride Share into the pick-up/drop-off zone
I really like this project and hope it start to build soon
Silverado also needs parking. 210 Ave parking is not sufficient to accommodate the dense South Calgary

Based on your responses above, what changes to the layout of 210 Avenue South station would make this station work better for you and the community and why?

Give more parking space and more space for e-bikes and scooters.
Being a potential end of the line station I feel strongly that there should be significant parking for a park and ride to allow for citizens of Okotoks, Diamond Valley, and High River the opportunity to use it. The current parking lot at Somerset/Bridlewood discourages this usage
More information on the number of parking spots would have helped. Will these be paid or free? How will this effect current south bus lines? 78, 163, 194 etc
"I believe the parking should be bigger.
This will be the train station supporting yorkville, belmont, pine creek, legacy, walden, chaparal, and some parts of silverado.
And since it will be the last station, we can expect people coming in from other parts pf the city:
We should have a bigger parking lot whoch can handle all the cars."
The station is located in the wrong place. The traffic flow is going to be extremely high due to driving distance from 194 Avenue and 210 Avenue. The station would be better located at 210 Avenue as previously concepts proposed. If the station was at 210 Avenue this would decrease the traffic flows through Belmont from the surrounding subdivisions. The city road top standards for collectors is to narrow and should be changed back to old standards before complete streets standards were introduced. Why is park and ride area so small when the city has acquired so much land for maintenance and storage. The site is also to far away from the proposed high school in Pine Creek which will increase bus traffic through

Belmont. Also where is the next station south being proposed as no station site is in the approved Pine Creek outline plans?
With the size and growth of the surrounding communities, more parking needs to be made available.
Unfortunately taking the bus to the train station is not an efficient or attractive idea for most. The plaza is a nice idea in theory but will most likely end up being a place for homeless individuals to congregate. I'm not sure it's a place that would be utilized by community members, so possibly is not necessary to include.
"A few thoughtful changes to the layout of 210 Avenue South Station could make it work much better for me and for the community.
First, wider and clearer pedestrian pathways would improve safety and reduce crowding at peak times. Second, adding better-placed seating areas and sheltered waiting zones would make the station more comfortable, especially during winter. Third, improving lighting and signage would help people navigate faster and feel safer. Finally, creating more accessible entrances, like ramps or elevators with easier access points, would support families, seniors, and anyone with mobility needs"
Ensure there is plenty of parking. This station will get A LOT of traffic, most people in the city own a car, and this will be the hub for all the south communities, enough parking (park and ride) is imperative.
Add more parking.
Plazas become a place for people to loiter and unhoused to set up camps and such. Eliminate the plaza.
As the intended people are not the ones using it.
It's acceptable for all directions
Calgary should not be spending funds on any of these projects until the criminals have been addressed.
This redline will be a hotspot for the homeless, drug dealers, theft crimes, etc.
Es lo mejor que puede pasar esta comunidad necesita más transporte. Publico [This is the best thing that could happen; this community needs more public transportation.]
Make the park and ride area larger
the park and ride area is way too small. Also, the bus area should be expanded.
The survey layout fails to clearly indicate the pedestrian pathways connecting from the Belmont community, as it is zoomed in too closely to show the broader context. It is unclear how foot traffic from Belmont is intended to reach the station, especially given the lack of detail about the Belmont Plaza road—which currently seems to exist only on paper and whose actual route is hard to understand. Additionally, the survey does not specify whether the proposed towers near the station will include dedicated, well-lit pedestrian easements, nor does it address who will be responsible for ensuring pedestrian safety in these areas. This lack of information raises significant security concerns and contributes to confusion for Belmont residents; a more zoomed-out survey would provide much-needed clarity on pedestrian access and safety measures.
Provide more park and ride space and improve bus access to 210 Av.
Plaza priority should be limited if additional safety features for active transportation methods are needed
Prioritize the Red Line extension over the Green line.
I would prefer that this extension project be cancelled. Having the C-train come into communities was once considered beneficial, but the crime and disorder that have become synonymous with public transit in Calgary mean that it is now a major drawback . The current public safety issues need to be addressed which should include redevelopment of current infrastructure so that the C-train is no longer an easy gateway for illicit activity. Thefts, bear spray attacks, and stabbings are all to common at public transit locations, so I would prefer that my tax dollars stop going into a service that no one in my family can confidently rely on.
Have more spaces/spots for park and ride - I would encourage to think 5, 10, & 15 years down the road and volume that community will create eventually.
More parking will help attract more people to park and ride from further away. This increases conveniences for more people to take transit.
It would make it work better if there would be a bus going on Creekside blvd to the station and or one to legacy!
Why not use ticket tap gate system? No ticket, No Entry! Right?

More Park and Ride Spaces reserved and public both as this station will be a sweet spot for dozens of community in the area. This is a must need station as being the EOL the park and ride facility should be more prioritized

Buses that gets to 210 Avenue South station from Walden, would be ideal as I live in Walden from which 3 get to Somerset-Bridlewood station (194, 167, 78).

For a terminus station that will for the forseeable future serve anything south of Silverado and vast portions of the city south of Stoney Tr until the green line reaches down the east side one day, park and ride will be very curcial for this station unlike Silverado. This station will serve Legacy, Walden, and Wolf Willow in addition to Bellmont, Pine Creek, and Okotoks commuters. This lot will need to be able to accomodate much of the traffic that it would ideallt remove from Somerset. While urban planning usually aims to minimize parking, it is better to have cars parked at a train station if that gets people riding and keeps more cars off of the increasingly congested roads. Where I live for example, taking the train would make no sense if there was no parking at the station, so I, and probably everyone parking in that lot would just drive otherwise, adding significant traffic and congestion and reducing ridership and revenue.

Walking pathway from Belmont community to Station should be built so people can walk to station rather than congestion due to driving & parking.

It should have heated terminal enclosed space so people won’t freeze outside.

I would make the station very open and accessible. I do not think there is a need for a big park n ride lot.

We need more park and ride space. Somerset station is currently already full by 6:30AM. Considering there is no park and ride at Silverado station (Couldn't find that in the proposal) we need more park n ride spaces than a plaza.

Not sure how big the park and ride area will be . Maybe there needs to be a few stories /a building built to accommodate more cars if space is an issue

More parking space.

More park and ride facility will help as lots of commuters are working in down town Calgary.

It is really important to have 210 Avenue south station we are very excited and happy to have a closer station close by. It makes big deference in people daily life.

The area allocated to the park and ride looks small - I would be able to answer the question "The layout has sufficient parking to serve the needs of the community" better if the number of planned spaces was disclosed.

Why do we do so much engagement for transit but not for roadway designs or widening projects?

I wish I didn't have to walk through the middle of the park in ride to get to the train, it would be preferable to walk along the bus loop only

Should be built ASAP .

Provide Transit-Oriented-Development surrounding the station, preferably provide nearby stores to the station for convenience. Can be kiosks, restaurants, or anything that can provide food.

"you need parking to be large enough to fill all the Okotoks and High River. currently we have people in legacy that have to drive to Anderson as Somerset, Fish Creek and Canyon Meadows, can fill up except in the very empty paid portions.

because of this. we have lots of people driving in from out of town taking all the spots close to locals that want to park and ride. we need more space, or maybe a multi level parkade to ensure we have enough parking for everyone.

also please plan better then Somerset was. Somerset was made for 2003 when the population in the area was very low. as Calgary grew south it currently is to small 20 years later and parking spaces are taken for bus stops, bus stops are on both sides of the area and where i wait for the 167 in the winter there is no heated shelter to help when its -20 out, or worse -40. if a bus cancels or is running really late, and it does lots, i can wait and get frost bite even with heavy winter clothing. you need to design the bus loops with the guarantee that it can hold Calgary growth for 25 years and not tear it up 10 years down the road or 20 years because of poor planning and limit valuable parking spaces left."

Build it sooner!
Plaza's are not needed, why are we making train stops a place to come and congregate at? They should be purpose built, for collecting and moving people efficiently. They can be functional and nice in appearance, but not so inviting they have people just hanging about.
The two main exit points out of the community of Belmont are the level crossing at Macleod Trail (194 and 210 ave). Adding additional traffic to the existing busy exits in a community that is not complete will create high-density traffic congestion. Both intersections require overpasses before the red line can be extended.
Need more free parking for people, this is why everyone has to drive to Anderson Station. Shawnessy Station has limited free parking, and you are only serving the people on the west side of Macleod Trail so everyone living in the East side needs to drive over. The transit needs to be able to accommodate more communities without the need of taking the bus or drive over.
It's difficult to discern from the illustration where the car parking would be located. It would need to be larger than what you plan. For bikes: My partner has already had a bike stolen from Shawnessy Station so what security measures are in place with the bike and scooter parking space? Frankly, most people would bring them onto the train itself. Most of the bike lockers have been broken into in the Shawnessy Station so those don't work very well. And lastly, I assume that the platform is lengthy enough to handle 4 car trains.
This is my biggest objection to the extension. The City doesn't utilize 4 car trains. When I get on the 5:31 AM train in Shawnessy, it is already full. Sometimes, there is no seat available. I cannot imagine what it's like to rush hour. Asking people to stand from the start of Silverado to downtown or SAIT is unreasonable. If we are going to extend, we MUST run 4 car trains!
"It is hard to tell whether these are new suggestions or not.

Ensure that the cross walks in the parking lot are raised so pedestrians don't have to lower themselves to vehicles and the vehicles have to carefully come up to them. Ensure that unless someone is stepping into a vehicle they can reasonably comfortably go from the plaza to the station to the adjoining sidewalk without requiring touching the road (beyond the aforementioned elevates crosswalks I suggested.)

Additionally ensure there is an ought room for cyclists and pedestrians to coexist without coming into conflict"
Belmont Blvd is a major choke point for inbound- outbound traffic. No consideration of adding additional turning lanes into the station?
To not have to go all the way to Shawnessy to catch the LRT. To have the LRT more close by to access and more closer to the community by more bus routes instead of just one to get home living in this sane area.
Increase the number of parking spots fornpark and ride
Additional parking needs to be considered as station will serve many residents of south including those that commute from more southern communities.
The somerset bridlewood station fills up by 6am. This looks like a lot less spots and more spots should be added.
The 210 station should be moved to 210 Ave. This will prevent busses and cars driving into the area causing more traffic than nessesary. The station is also too close to silverado station. Silverado should be moved north for same reasons.
Consider it might be the last station at South, it is expected majority of Ctrain user from Legacy, Walden, Okotoks etc would be using this station for park and ride instead of the current Somerset station. Please take consideration on that and see if the current plan can support the demand.
Need more parking as last station gets filled quickly by out of Calgary riders. They come early and block all free parking
Proper parking is importsnt it it'll back the neighborhood up as legacy, Walden, Belmont, creekside, etc will all be utilizing this station for the c-train. Traffic in the area is bad enough.
would be so helpful, and take the weight off of bus schedules - especially during the winter. please incorporate this!!

Add parking space or pick-up/drop-off stations
Increase parking space and create accessibility to the nearby shopping center and library.
When looking at the map, the station platform is nearly adjacent with 194th Ave. and therefore the name of the station is nearly pointless because the train yards don't even meet with 210th Ave. A better name for this station would either be an accurate road name of "194th Ave Station" or a community-based name such as "Belmont-Walden Station" or "Belmont-Pine Creek Station".
I am concerned about the size of the parking lot and the plaza. Why is the plaza an island surrounded by cars? The plaza as laid out is small and not very welcoming. I think a pedestrian boulevard and larger plaza / green space should connect from the station to belmont blvd in a more significant way. I am also concerned about the size of the bike storage area. More people will bike to the station if adequate and safe storage is provided for cyclists.
The parking lot looks really small and should have a bigger lot since it's the new end of the line. Options for reserved parking should also be made available.
Many people will use the train if parking is an option
"The biggest issue with this design is that maintenance facility is next to the station.
This is waste of prime real-estate which should be a transit-oriented multi-family development with an easy access to the station.
Also the whole concept looks like current suburban wastelands around stations.
Ideally I would prefer to have a pedestrian plaza with retail / services directly next to a station with bus terminal and kiss and ride on sides.
Park and ride should be available, but it should not be directly next to a station - ideally it will be great to move it to the opposite side of tracks or have an underground or multi-level parking structure with retail on the ground floor (maybe with some partnership with developers who can build multifamily complex there)"
Remove the plaza - its going to turn into a spot for people to do drugs. No one hangs out at train stations for fun.
"Needed more bus service for Walden as for example there is no bus stop available at all on walgrove blvd se and there are lots of homes around that area and everyone either needs to go to 210 Ave or needs to come to walden dr se.

rest this station going to work perfect for us and community coz every trip to somerset will save more than 15-20 minute one way. and in busy rush hour that's one hour of your life back to you instead of traffic."
Because this is the southern-most line that would be developed, not only would calgarians be using it, but also people from the communities south of Calgary (okotoks, high river, etc) that makes it important to have enough parking spaces to support everyone to cut down on car usage within the city. I would love an extreme southern stop as a person who lives in okotoks so I wouldn't have to drive all the way to university or fish creek Lacombe station (the most southern one that has parking available in the morning) for example.
Nothing much
The proposed 210 Avenue Station will serve a lot of communities like Belmont, Chapparal, Wolf Willow, Legacy, Pine Creek, Creekstone etc. It would be better to have a larger park and ride space.
Housing and local connections should be prioritized over park and ride access for motor vehicles. If the bike and scooter parking is located at the south end of the station, there should be a corresponding pathway connection (including snow clearing) at the south end between Belmont BV and the station platform. Not just a sidewalk. This will also help avoid conflicts with cars and busses for users walking or biking to the station from the neighborhood to the south
None
Increased parking space
it would be nice to have a pedestrian walkway across MacLeod, between 194 & 210, to connect 210 station to Walden & Wolf Willow walkers & bikers
Ditch the parking lot, or move it further away and make it completely separate from any walking connections. Park and ride is a waste of space. If people want to park, they should do it on the street we

already subsidized, or pay privately. Don't subsidize private car use on high value public land. Make it incredibly easy and safe to walk or bike from the surrounding area. Raised crosswalks, pedestrian priority, lights, trees, slow street design. Build a tower for Calgary Housing where you were going to put the cars.
I don’t think there should be a new line or green line
Don't need this.
Putting too many meeting places could be hubs for mischief and crime. This is something that is a pattern in most stations like sommerset, chinook, sunnyside.
I think it looks good. I would say that for the bus area, since it is more centralized it will be easier to make shelters for waiting in the winter and preferrably heaters as well.
Parking needs to triple. It is unreasonable to expect people from Walden, Legacy, Belmont, and all the other developing areas to use that small lot or the bus. It already takes at least 35 minutes. Many people need to drop kids at school or daycare on the way so it is not feasible to bus from home to train. Without enough parking, I (and other i know) won't use these stations, we will drive to Fish Creek or Anderson.
Looks great so far.
Circulation access of pedestrian and cycling, both east and west communites (walden, legacy, belmont, etc.) should be prioritize along 210 Ave, likely to reduce traffic congestion. There is already an existing pathwalk on both direction, I strongly suggest to pursue walkable station on new LRt extension
Parking lot seems Small , there are a lot of people living nearby and the lack of spaces for park and ride will made the Belmont community a parking spot instead
More parking spaces for park and ride will be needed as all the communities South of Stoney Trail including Okotoks will be going there.
"More parking should be available

Safer areas for people walking or biking"
Please extend the red line for the love of God
NA
The space for Park and Ride is very limited.
Prioritize cars dropping off and picking up
will need better security then currently being provided, this station will bring undesirables into the community
"Need much more park and ride parking. Why would you not build in more parking: it is an issue at most South LRT stations, especially if this is the beginning of the line for some time.
People will stop using transit and just drive if parking is not available. Also need more trains and cars on the line during rush hour."
Keep this far away from the new communities/residential areas if you can. We don’t want the transients around. Also don’t go saying we’ll hire more transit security, those guys are useless. If you can, build it closer to Macleod where it’s more public vs closer to residential areas.
Based on the n increased crime in the area we require police station not a train station
No changes. Its just great! Go ahead!!!
"Looking forward to getting this project completed “on time on budget!”
I recommend your design and please get the decision making smooth without all of the delays!"
"Here’s a clearer, more polished version with a neutral and respectful tone:

Revised Version:

I just want to make sure the Park and Ride is built a little larger, and not like Somerset Station where half of the parking is reserved. I’m mentioning this because many new communities are currently being developed, and in the coming years more people will be moving into these areas as they continue to grow. My suggestion is to allocate more parking space for general public use rather than having a large portion reserved.

If you want it more formal, casual, or shorter, I can adjust it!"
N/a
210 Avenue station is almost located near 194th avenue.. if possible the station need to be placed near 210 .. else bus connection to legacy should be prioritized
Bike parking would be great and sheds for warming up during winter.
More parking is needed, BUILD A PARKING GARAGE WITH MULTIPLE LEVELS. As it is, there is no parking available at 7am at any of the stations south of Anderson. People want to be able to park and ride for the train. It will be a 35 minute train ride from 210 to downtown, if not more. You can't expect people to add 15 minutes for waiting for the train and bus and an additional 30 minute bus ride. Both ways, that's 2 hours and 30 minutes commuting a day. People from Okotoks drive in and take the parking at the first couple train stations. I currently live in Legacy and have to drive all the way to Anderson to find parking, because all the stations between have the parking full at 7am. PARKING NEEDS TO BE A PRIORITY AT THIS STATION. I also disagree with not having any parking whatsoever at Silverado. The project states that Silverado and 210 will service 90,000 Calgarians in nine South Calgary communities, and all of those people will be parking at the 210 station! YOU NEED TO BE ABLE TO PROVIDE PARKING! PRIORIZE PARKING! BUILD A PARKING GARAGE AT BOTH SILVERADO AND 210 AND SHAWNASSY AND ANDERSON STATIONS. PARKING GARAGES ARE THE SOLUTION!
Ensuring adequate park and ride facilities to support community growth and return to office work will help increase public ridership. The population is rapidly expanding and need the train and bus connections urgently.
I might move the station closer to where the library and field house will be.
I do not want a train station in the area. There is already overwhelming amount of crime. The LRT system just brings in more transient people. Look at every other community that is near a LRT system. There needs to be more peace officers in place and more police to address the current issues before this is put in place.
Needs a much bigger parking lot, It will be serving all communities south of Stoney trail. If no parking building is built, the parking lot is way to small and people won't use the train due to parking restrictions.
The parking lot should be included where the maintenance facility is.
Keep bus station and pick up / drop off both side of train station like somerset station.
We request as earlier as possible to finished the project because now days we very busy legacy and Walden area please
It's 210 Ave SE station, and hence I would like to see it close to 210, rather close to 194 Ave, this makes it more close to Silverado station I.e. two station in close proximity. So in my opinion the 210 station should be at the junction of red Line and 210 in the current planned maintenance area
"Plazas have to be actually enclosed and framed by proper building edges, they can't just float next to other open spaces like bus loops or park and ride lots.

It is unclear what the 'pedestrian circulation area' is, and how it is distinct from a plaza or just a sidewalk. There is a lot of undefined open space here. People are not going to want to 'gather' on the windswept leftover between a park+ride lot and a bus loop.

Consider how development sites can be introduced into here to frame out a plaza or line the sidewalk, so that there are doors and windows and actual uses and activity along the edges of the areas where pedestrians will circulate (plaza or otherwise). The north edge of the maintenance and storage facility, for instance, could be an opportunity for liner buildings (residential and/or some retail). Potentially the same for park+ride, if it was in a structure with active ground floor uses.

Consider providing secure, video-monitored, card-access bike parking similar to what Nederlandse Spoorwegen or TransLink do.

Consider opportunities for vertically mixing the park+ride and the maintenance and storage facility (eg structured parking over the MSF)."
More parking for park and ride….
It will save time especially those commuting to downtown in the morning. Love it!
No layout changes, just ensure a bus goes to legacy. Let's get this done!!!! Thank you
Need a bigger park and ride!!! Priortize the free park and ride please please and reduce the reserve spots
More park and ride spaces with priority also given to bus connections.
I want to be able to walk there from Legacy. This will not be a pleasant walk in any way. Please make the walk pleasant and I will always walk and avoid driving and parking there
Two sided (left and right) access to the station
Name should be Belmont train station rather than 210 Ave.
The location should be further south to cover more communities of Pine creek and Sirocco area resident.
Option 2 in the evaluation process- Route ahead and south station is more better location than any other locations as it will provide more accessibility to Walden and Legacy communities as well as they can approach the station using 210 Ave.
Ensure the bus terminals have large heated shelters for customers and that the terminal layout makes bus transfers to other bus routes easy aswell
There appears to be insufficient clarity regarding the pedestrian connections on the west side, particularly for those approaching from Belmont Street SW. It is unclear whether residents from the Belmont community, especially those coming from the south near the proposed library, are expected to walk the entire length to Belmont Blvd SW in order to access the station. Furthermore, there is ambiguity surrounding whether any pedestrian pathways have been planned or proposed to connect the already constructed townhomes—and those proposed—for the west side of the Belmont community directly to the station. Specific recommendations for pedestrian crossings on Belmont Blvd SE are also not detailed, raising concerns about how people will safely access the station given anticipated increases in traffic, particularly with higher volumes of buses and car drop-offs. Additionally, there is uncertainty about who will be responsible for ensuring adequate security measures and lighting along the pedestrian pathways feeding into the station from the west side of the Belmont community. Without addressing these matters, the design leaves important questions unanswered regarding accessibility, safety, and overall connectivity to the station.
"In general it looks to cover the use case some what appropriately for this stage of planning and with the information presented.

I would want to understand how many people are currently driving to Somerset or Anderson stations from Southern communities, even outside of the city. I live in Legacy and try to take public transit as much as possible and on days I need to drive after work, I drive to Somerset. Often can't find any free parking and have to park far away from the station."
Over the years, the City has blocked off reserved parking and most people have a difficult time finding a parking spot, even though there are 10s of empty "reserved spaces" that are never used. Instead, the City is ticketing everyone on the streets surrounding LRT stations, including school parking lots during Teacher's Convention when no students or teachers are present in the school. Parking should be accessible for everyone. Parking areas should be well lit, well maintained, and be attractive with healthy and well maintained trees and grounds.
You're going to need a much bigger parking lot. This will ability be used by people living in communities south of Calgary and the parking lot will be jammed full. I would guess this needs more parking than Somerset station.
More park and ride space would make it better
Parking space is very less. Please switch the Red- brown area to yellow area, connecting more people to the upcoming future Rec centre in Belmont. . So that more people can access.
The plaza placed in the middle of the parking lot can discourage people from walking, wheeling, and cycling to the plaza, which defeats the purpose of the plaza. It would be better to have the plaza as a buffer

between the bus access area and the parking lot (i.e. located in between the bus loop and the parking lot) so that people who are walking, wheeling, and cycling do not have to cross through the parking lot. This can also provide more opportunities for bike and escooter parking as well as a better and safer cycling and walking connection while also preventing potential collisions with vehicles.
"I've emailed our councillor about this terrible idea, stop the trian at Silverado you will do nothing but add homeless and safety issues to this community because of your already planned library Doug refused to respond. Reading about your safety planning is laughable you have none, CEPTED while ok at minimizing crime actually accomplishes nothing when 1) you don't have the resources to respond to people seeing the crime and 2) there is no actual security at these stations

Do not build this it is a waste of time and will cause more issues in the community just like your divergent traffic interchange it is an abysmal idea and it will be executed just as terribly."
Walking access from the east side of the tracks, especially from the north side of 194th, so people can walk/bike from Chaparral.
I hope that consideration is being given to a direct road between 194th Ave and 210th Ave along side where this station will sit rather than funneling people through Belmont residential roads to get to the station from 194th ave
More park and ride spots as all the neighboring communities like Walden legacy would also be utilizing this to go to city center.
The park and ride needs to be large like Anderson Station as there is plenty of space there. The community is growing very fast and soon the size, it seems, will be small.
I simply think the station should be renamed to "Belmont Station" to better represent its location. First of all, the current proposed location of the station is closer to 194 Ave SW rather than 210 Ave SW and even then, naming stations after nearby roads can be misleading and problematic as 210 Ave S stretches from the Sirocco golf course all the way to Wolf Willow. If you want to get fancy, I think it would be cool if you named one of the two new stations "Priddis Slough Station" as a reference to the adjacent wetlands.
More bike infrastructure with better safety measures. Many people want to cycle, but don't want to come home to a stolen bike. Better bicycle safety measures make people more likely to cycle and feel secure leaving a bicycle at the station.
This should be called Belmont station because it does not reach 210. I am quite disappointed with the decision to stop the train at Belmont and give 210 the storage facility
Its hard to tell how much parking is there, but there needs to be more free parking then "monthly parking" as paying for parking discourages people to use the ctrain line as a method of commuting.
Sine we are designing this from scratch some kind of park, commercial stores, markets would be nice to have next to stations.
Highlighting how to secure the station and it's surroundings, needs a 24/7 police personal or monitoring, gated entries and exit would be ideal to not allow unticketed riders at all. Station needs security features to keep bad elements out.
Really don't want a large maintenance and storage facility in my backyard or a c train station for that matter because all the lowlifes will come to the area and crime will go up
Plaza could be far more ambitious with a commercial space to serve transit users and the local community, and give the plaza an actual purpose. A significant amount of density is planned directly adjacent to the station and a cold plaza with benches will see no use.
None building this station would be so good for SE residents
I would much prefer that the station connects more directly with adjacent developments, rather than being buffered by a parking lot. People can park wherever, generally -- especially considering how many park 'n' rides we have in the City accessible to suburban and exurban commuters -- and for a future medium- to high- density community, direct access from the street to the train station is much more ideal than catering to exurban drivers that have other options.
"More parking,

Make sure the car drop off and pick up has a road somewhat separate from the parking lot to help with easy access,
Bus loop more similar to Fish Creek with one-way loop,
Bigger bus area,
Plaza may need to be smaller or eliminated to have more room for buses and parking.
Thanks"
None
Please do not build a train station on 210 Ave, it will be another station where the homeless or criminals have easier access to homes or businesses. We need police stations on 210 Ave instead due to high crime rate.
It seems Belmont St SW (not SE) will be more of a race track than it already is. This is a short residential street, not a freeway. Belmont Plaza SW is a 4 building condominium and not a street. It is very congested now.
I wishbthere was more connectivity to the future recreation/ library facilities. That would feel like a true community-minded connection to me. Also, ride-share and taxi pick-up/ drop-off should be considered in the design. This plaza may be used as a meeting point for those services even for non-transit users.
Walkway from Creekstone and Hudson area to this station
This station needs a lot of car parking space given new communities it connects. Also there needs to be connection via busses from communities like Yorkville.
I reside in pine Creek area on Sheriff King St. Not having park and ride in Silverado will put lot of pressure on 210 ave from neighboring communities like walden etc. there is library and shopping center coming on 210 and sheriff king street, I do not think single road would be enough for the traffic to flow without jams. It will be very crowded. We need bigger roads and roundabout to manage this heavy traffic.
I wonder if there shouldn't be a parkade instead due to the communities on the east side of Macleod who will also need to make use of the station. Somerset-Bridlewood is already packed full with people needing to turn away as free parking is unavailable for use due to all the communities in the area using that as their dedicated stop. 210 Ave Station might also run into this issue.
Build in bus connections to Douglas Glen Terminal
Accessibility
make sure there is good bus routes to the station
Any effort helps
Bike lockers?
I like the pathway next to the platform
I like this this will have all amenities. Really supportive of this extension
I support increased transit access, and I support a more coherant red line
Pedestrian Bridge to cross silver. Bllb.
Bus area with the drop-off together is the best option
Build ASAP
Transit Fares should be lower
Somerset to Sundance bus frequency is too low - 30 mins in peak hours and school hours
Bus connections from new stations to Spruce Meadows
Add solar panels above the parking to provide clean energy for C-Train
1. Get fixed bus routes to pine creek ASAP 2. Increase headway on 78/194 3. Increase connection alignments
Build it now! (I agree)

We have proposed pathway and bikeway connections along the recommended LRT connecting Silverado and 210 Avenue stations. We need your feedback to ensure we haven't missed any important connections.

A wildlife and pathway crossing connecting the Pine Creek valley across (over or under) MacLeod Trail would be a great complement and alternative to having to cross at busy interchanges with high-speed on- and off-ramps.
Current at-grade railway crossing. Would future pathways consider an overpass near this location?
Accessible via 210
Pathway from Creekstone, Hudson area
Consider a pathway bridge here so that it's possible to cross MacLeod Trail without having to cross on- and off-ramps at busy, high-speed, and dangerous interchange intersections.
The map doesn't show bike paths (neither in black nor purple), which leads me to believe that the blue path (within city's scope) will be disconnected from the network. Will there be a path connecting the Walden shopping area to the 210th Avenue station?
Consider ways to work with CPKC to ensure that there is an easy level crossing for station access from the east.
Consider providing secure, video-monitored, card-access bike parking, like the Nederlandse Spoorwegen or TransLink do.
watch for that tunnel..increase in [removed]
Please ensure people walking or biking along 194 can access the station from the east side of the tracks. Lots of folks in Chaparral will use this station if it's easy to walk to.
fix the road in both directions. There are manholes and the road around them takes a big dip. Only going to get worse with time.
This intersection will need lights for at least pedestrian crossing if not also traffic lights. Businesses are being built on the south side of Belmont DR SW and will become busier as a result.
This map is useless, fix it.
Where pathways and sidewalks have to cross interchange entrances and exits, please adjust the geometry, particularly the turning radii to slow vehicles exiting the freeway as they transition onto the local street network. Ensuring signal timing also doesn't set people walking and wheeling up for conflict with vehicles would also be helpful. Consider how interchange designs accommodate pathways in places like Finland, or Norway.
Consider adding an overpass. Walking across McLoad would be dangerous.
Adding to what others have said, it would be a HUGE missed opportunity if the pathway doesn't connect north under Stoney trail and to Shawville Gate/Somerset station. Right now to cross Stoney trail between Somerset and Silverado (on Sheriff King St) there are many conflict points due to the ramp and intersection crossings. Please make this pathway connection a priority as part of the LRT extension, the community will help advocate for additional funding if it is needed.
this would be a great location for a dutch-style protected intersection. it is possible i. canada to a perfect degree, just look at canmore!
Need to widen this intersection as traffic including bus traffic will likely increase. Remove the lights on 194 from the plaza.
This crossing feels like an afterthought. Would like to see some upgrades with proper curb ramps/crosswalks for all movements.
This light is a waste of time and money. The community has repeatedly requested pedestrian flashing flights at the 4 way stop on 194 and yorkville. These lights are for the plaza exit which is too close to the next set of lights creating useless delay in the rush hour
People are not stopping for pedestrians here. It is a risky intersection for all modes of travel. I watched a kid wait several minutes trying to cross before an adult had to enter the roadway to get vehicles to stop. Upgrades need to be made.
"This should not be a light as there are already 2 intersection lights within 200 metres. This should be a roundabout or other.

Traffic light here will lead to congestion."

"This should not be a light. There are already 2 separate intersections with lights within 200 metres. This should be a roundabout or something else.

Another light will lead to congestion."
This road needs to be widened to accommodate the communities it services. One lane each way quickly gets backed up when there is a bus stopping for transit riders and at the light at the corner of 194. People also do not follow the speed limit and regularly go 20+ faster than posted.
Sheriff King needs to be widened to accommodate all the traffic. Double lanes both ways. I hate to say it, as we have enough lights already, but lights need to be put in place here. It's impossible to get onto Sheriff King during rush hour.
Consider ways to work with CPKC to ensure that there is an easy level crossing for station access from the east.
wide roads without lights use traffic circles instead to avoid congestion
why would you not run a direct service from this station to U of C or NW by taking Stoney to the Foothills or Children's hospital? Would service students very well and allow people to live in outer areas while working in major health care hubs.
Consider providing secure, video-monitored, card-access bike parking, like the Nederlandse Spoorwegen or TransLink do.
wide side walk or a bike lane connected to the rest of the pathways is needed otherwise its standalone and will be wasted space.
"It's difficult to make a judgement call right now on what sorts of connections need to be made in Silverton, as half of the community isn't built yet.
I would hope that the team is working with the developers to ensure things like bike lanes along Silverton Way towards Silverado, for example."
This connection is essential and should be a requirement before the developer can build any more roads. Without this the only way here from Walden or Chaparral is 194 Ave, which is a dangerous, busy, miserable high speed crossing. This is a classic case of building a path to nowhere. Without connections to the existing paths in communities to the North and East, the proposed path will be far less useful. Macleod and Stoney may as well be moats full of alligators.
What will be done to address potential increases in crime for the surrounding areas? Walking paths are great for accessing the train station but it goes both ways and there is concern with making the communities near the train station less safe due to people with bad intentions having easy access to these areas.
Consider connecting this proposed crossing of MacLeod Trail to both the parks to the north and south, not just one of them.
I completely agree that if the proposed network does not connect to the communities to the north then there is no point in building the network to the south of Somerset.
The proposed multi-use pathway is a great idea, but it will not achieve its full potential unless it connects to the existing bike path network. A disconnected path is essentially a dead end—it discourages cycling and limits usability. For bike infrastructure to be effective, it must form a continuous, safe, and logical network. Please ensure this extension includes proper connections to the older neighborhood paths so residents can actually use it for commuting and recreation.
"Like others have suggested, consider having this pathway extend north of Stoney Trail to Somerset-Bridlewood (and further north). It would make travelling by bike to these communities much more convenient.

This applies to any southwards expansion after 210 Ave S station in the future as well."
Consider ways to ensure that the proposed recommended pathway along the LRT can cross Stoney Trail alongside the tracks; this would provide a way to cross the ring road without having to cross on- and off-ramps and large, dangerous, high-speed intersections.

Please deliver the pedestrian bridge across Stoney Trail / 22X that was committed to as part of the planning and approvals for Chaparral. There's a huge barrier with the systems interchange and freeways on the north and west sides of Chaparral and a connection across to Sundance would also improve access to the Somerset-Bridlewood LRT station prior to delivery of a red line extension.