

Calgary



What We Heard Report

Red Line LRT South Extension Functional Planning Study:
Phase 2

January 22, 2026

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Executive Summary

The City of Calgary is conducting a functional planning study for the Red Line LRT South Extension, which will include two new stations at Silverado and 210 Avenue S. This extension aims to improve transit access and connectivity for growing communities in south Calgary. The study will determine the LRT alignment, station locations and design, environmental impacts, and infrastructure requirements. In addition, the project also includes an LRT Maintenance and Storage Facility (MSF) at 210 Ave S.

This report summarizes feedback from engagement for Phase 2: Explore, which took place from November 14 to December 5, 2025.

The Goal

The goal of Phase 2 engagement was to inform the public of the recommended LRT alignment and station option and gather input on the station design concepts and pathway and bikeway network to determine whether adjustments need to be made. Engagement focused on key elements for each station to determine whether the concepts aligned with participants' priorities for accessing the station and whether the stations are safe, accessible, integrated well with surrounding neighborhoods, and make it easy for current and future transit users to connect to the LRT.

Tactics

Phase 2 of engagement used a variety of tactics to ensure broad and inclusive participation. These included an online survey on the project's Engage portal page and in-person pop-up events in surrounding communities to engage directly with residents. In addition, the team conducted targeted engagements with specific groups to

gather feedback on equity and accessibility considerations. This combination of online and in-person engagement helped ensure a diverse range of voices were included in shaping the Functional Planning Study for the Red Line South extension.

Themes

Overall, participants indicated that the proposed layouts for both stations matched their priorities for accessing and using the LRT. The following themes emerged for the **Silverado station**:

- **Parking:** Participants indicated their desire for a dedicated park & ride lot to be incorporated into the design of the Silverado station.
- **Pathway and Bikeway Network:** The need for a well thought out pathway and bikeway network that connects users from all surrounding communities.
- **Station amenities:** Amenities and accessible features could be included in the station to improve the design.

The following themes emerged for the proposed **210 Avenue South Station**:

- **Park and Ride:** Participants felt that park and ride should be a higher priority and potentially larger at the new station.
- **Pathway and Bikeway Network:** Ensure the station is well connected through the pathway and bikeway network to key destinations and the surrounding communities in the south.
- **Overall support for the project:** Satisfaction with the proposed layout and the extension overall.

Project Background

The City's RouteAhead Transit Strategic Plan and Council's 2023-2026 direction identified the need for an extension of the Red Line Light Rail Transit (LRT) in South Calgary, from Somerset-Bridlewood station to 210 Avenue South. The Red Line LRT south extension will serve the communities of Silverado, Belmont, Yorkville, Pine Creek, Chaparral, Walden, Legacy, Wolf Willow, Saatohtsi, and future communities to the south and along Macleod Trail. The 210 Avenue S station of the Red Line LRT may also serve the broader region with future feeder buses connections.

The Red Line is the busiest line in Calgary's LRT network. This extension will provide improved transit service to 90,000 Calgarians in nine South Calgary communities by 2048. It will also connect to the future Light Rail Vehicle (LRV) Maintenance and Storage Facility (MSF) at 210 Ave. S, which is critical to the expansion of the overall LRT network to catch up with the rapid transit demand growth in Calgary.

The current scope of the project includes:

1. LRT Mainline Extension

The Red Line South LRT Extension includes approximately 4 km of double track going south from Somerset-Bridlewood LRT station to 210 Avenue South with two new stations at Silverado and 210 Ave S, and connections to other transit/bus routes and the pathway and bikeway network, as well as exploring the potential for park and ride.

The study will help decide where the Red Line will go, where the new stations will be built and how the stations should be designed, as well as what environmental impacts need to be managed and the staged implementation of the plan. The results will be used to support the business case needed to secure funding and move the project forward to detailed design and construction. We are engaging with the public and impacted parties to understand project opportunities and/or constraints as well as their needs, wants, concerns, and ideas.

2. Maintenance and Storage Facility

In addition to the Red Line extension, the functional planning study also includes a Light Rail Vehicle (LRV) Maintenance and Storage Facility (MSF) at 210 Avenue S. The results of this work will confirm how much land is needed for station area and for the MSF, and recommend the layout based on future growth, environmental considerations, and operational needs.

Project Decision

The City of Calgary is conducting three phases of public engagement to inform the Red Line LRT South Extension Functional Planning Study, which are planned to conclude by the end of 2026. The decisions will take into consideration the feedback from public engagement, as well as research, best practices, policies, and regulations to ensure the functional planning study is holistic and effectively presents an implementation plan and business case to move the project toward detailed design and construction when funding becomes available.

Engagement Overview

The following section provides an overview of the project, and the objectives, strategy, and timeline for the engagement process.

What is Engagement?

At The City of Calgary, decisions are made that impact more than one million people. Input from Calgarians and other interested and impacted parties help The City better understand the perspectives, opinions, and concerns of people affected by City decisions. Public input is collected, where appropriate, and considered along with other factors (such as cost, environmental impact, technical limitations, and long-range plans/goals) before decisions are made.

Because of its open and accessible nature, engagement is virtually never positioned as the sole source of input into whether The City should do something but helps to ensure City decision-makers have access to a range of ideas and feedback. In addition to engagement, the project team will also consider technical data, provincial and federal regulations, City policies, budgets and best practices to inform the plan. This feedback is not statistically representative of all Calgarians, and therefore in this report, those who completed the survey will be referred to as participants or respondents and not Calgarians. All the input collected for this project should be considered through the lens of what will work best in the context of Calgary.

Engagement Objectives

The intention for the following list of objectives is to create a strong foundation for developing a functional planning study that is effective and reflects Calgarian's priorities and concerns relating to the Red Line LRT South extension. By engaging with the surrounding community and diverse interested and impacted parties, we aim to develop design concepts that address the varied needs of Calgarians while supporting the dynamic population growth in south Calgary.

- Present the recommended alignment for the Red Line South LRT extension and inform participants of the why it was chosen based on feedback from Phase 1 engagement and technical studies.
- Understanding whether key elements for each station's concepts aligned with participants' priorities for accessing the station and whether refinements to the layout need to be made.
- Understanding whether the stations are safe, accessible, integrated well with surrounding neighborhoods, and make it easy for current and future transit users to connect to the LRT.
- Understanding whether the planned pathway and bikeway network along the LRT route effectively connects to surrounding communities and the overall network.

Timeline	Milestone
February – March, 2025	Phase 1 Engagement: Gather feedback to identify how interested parties and the public use the transit system, challenges they face and ideas to inform the design concept options for the LRT South Extension.
May – June, 2025	What We Heard Report and What We Did Report for Phase 1 engagement published.
November – December, 2025	Phase 2 Engagement: Present early station concepts to interested parties and the public to provide feedback and identify any refinements that need to be made.
February, 2026	What We Heard Report and What We Did Report for Phase 2 engagement published.
Summer, 2026	Phase 3 Engagement: Present the refined recommended option and station concepts to interested parties and the public and prepare the Functional Planning Study report for Council review and approval.
Fall, 2026	What We Heard Report and What We Did Report for Phase 3 engagement published

Table 1 Project Timeline

Communication and Advertising

To promote Phase 2 Engagement, we implemented a variety of communication and marketing tactics.

- 11 bold signs were displayed on major roadways throughout the project area during the three-week Engage period.
- Printed signage at bus stops and LRT stations provided project details and engagement information, and digital display ads on Light Rail Transit (LRT) and MAX Line Bus Rapid Transit (BRT) station platforms ran throughout the Engage period.
- Paid social media ads on The City's Facebook and Instagram channels were complemented by organic social posts on Threads, Blue Sky, Next Door, and Calgary Transit's X.
- Communication toolkits were provided to the Ward office and Community Associations in the project area for promotion on their platforms.

- Email updates were provided to developers.
- Business cards with a QR code linking to the Engage webpage were distributed at events.

Audience and Methodology

The project team used a mix of platforms and tactics to encourage participation among all groups and ensure their voices were heard. The questions asked in this engagement process, for all tactics, were customized for each group and the specific objectives of engaging with that group. A presentation was available on the portal for all online participants who wanted to learn more about the project and the work done to date.

Engagement was conducted in the immediate and nearby project area, with the general public, representatives from City appointed Boards, Commissions, and Committees, as well as other interested and impacted parties.

Audience and Tactic	Date	Participation number
Online portal page	November 14 – December 5, 2025	502
Open House at Cardel Rec Centre	November 15, 2025	120
Workshop with Strong Towns Calgary and Calgary Transit Riders	November 16, 2025	22
Presentation to Calgary Aboriginal Urban Affairs Committee	November 18, 2025	9
Open House at University of Calgary	November 19, 2025	34
Pop-up at Save-On-Foods Walden	November 22, 2025	67
Pop-up at Fair Entry at Cardel Rec Centre	November 25, 2025	78
Open House at Southview Alliance Church	November 27, 2025	14
Pop-up at Sobeys Silverado	December 2, 2025	101
Presentation to Older Adults Advisory Table	December 16, 2025	12
Presentation to Advisory Committee on Accessibility	December 18, 2025	10

Table 2 Tactics and participation numbers



What We Heard

Questions asked during Phase 2 engagement focused on the following key areas. The demographic information is summarized in [Appendix A](#).

- Collect feedback on early, high-level station concepts to fine-tune specific elements of Silverado and 210 Avenue stations
- Evaluate whether the proposed pathway and bikeway network allows for sufficient connections to the stations and identify any barriers that remain.
- Tell us about yourself (optional).

The main engagement page is located at: <https://engage.calgary.ca/RedLineLRT-FPS>.

What We Asked

During Phase 2 engagement, participants were asked to provide feedback on the Red Line LRT South Extension's draft concepts for the proposed stations at Silverado and 210 Avenue Southwest to help identify any refinements that could be made. In addition, participants were asked about the proposed pathway and bikeway network to ensure there were no existing gaps in the network and it connected to key destinations in the surrounding communities.

To ensure broad participation and meaningful input, multiple engagement opportunities were provided, including open houses, pop-ups, an online survey, workshops, and presentations to targeted groups. The input collected during Phase 2 will directly inform the final layouts presented in Phase 3. Since this project is in the Functional Planning Study stage, any detailed feedback that was outside the scope of the current stage has been documented and will be passed on to the Detailed Design Project Team once the project advances to that stage.

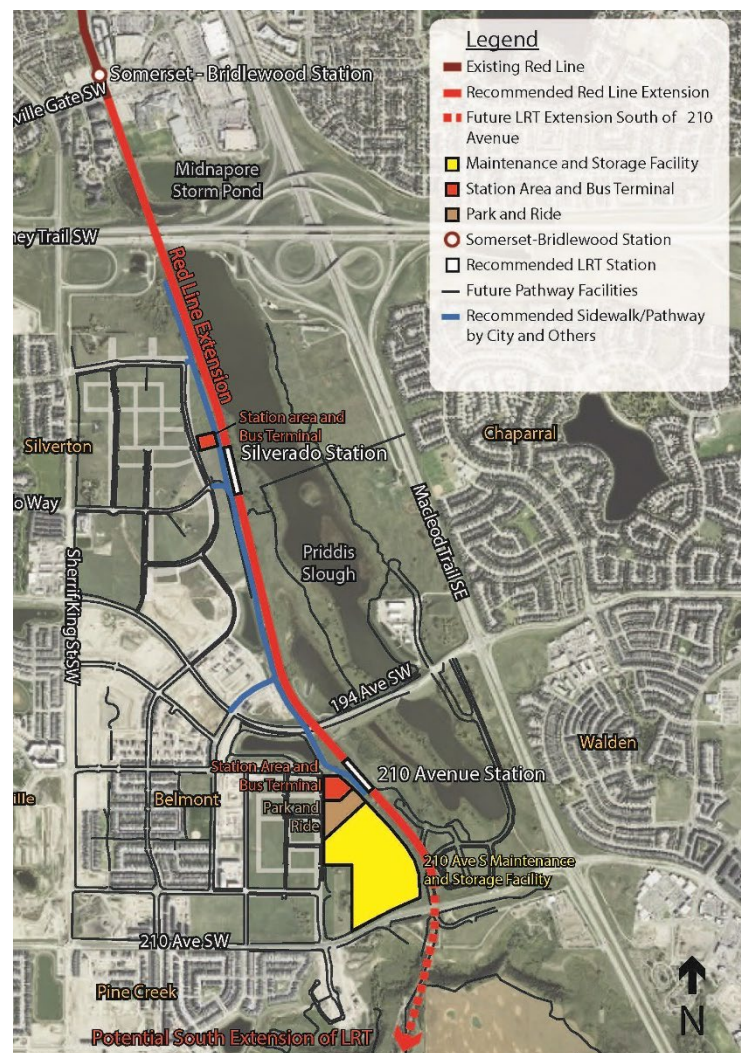


Figure 1 Recommended Alignment for Red Line LRT South

Portal and Pop-ups

During Phase 2 engagement, participants were invited to provide feedback through both in-person pop-ups, open houses and the online portal. At the events, participants were able to have discussions with the project team, ask questions, and share their thoughts on the station concepts. The online engagement portal provided a broader platform for participation, allowing Calgarians to review project information and submit feedback at their convenience.

Silverado Station

The layout shows an early concept for Silverado Station, showing how key station elements, like the LRT platform, bus connections, pick-up/drop-off areas, and pathways, could be arranged. Similar to 45th Street Station and Sunnyside Station, Silverado station will function as a local station for adjacent communities and focuses on providing walking, cycling, pick-up/drop-off and bus connections to the station.

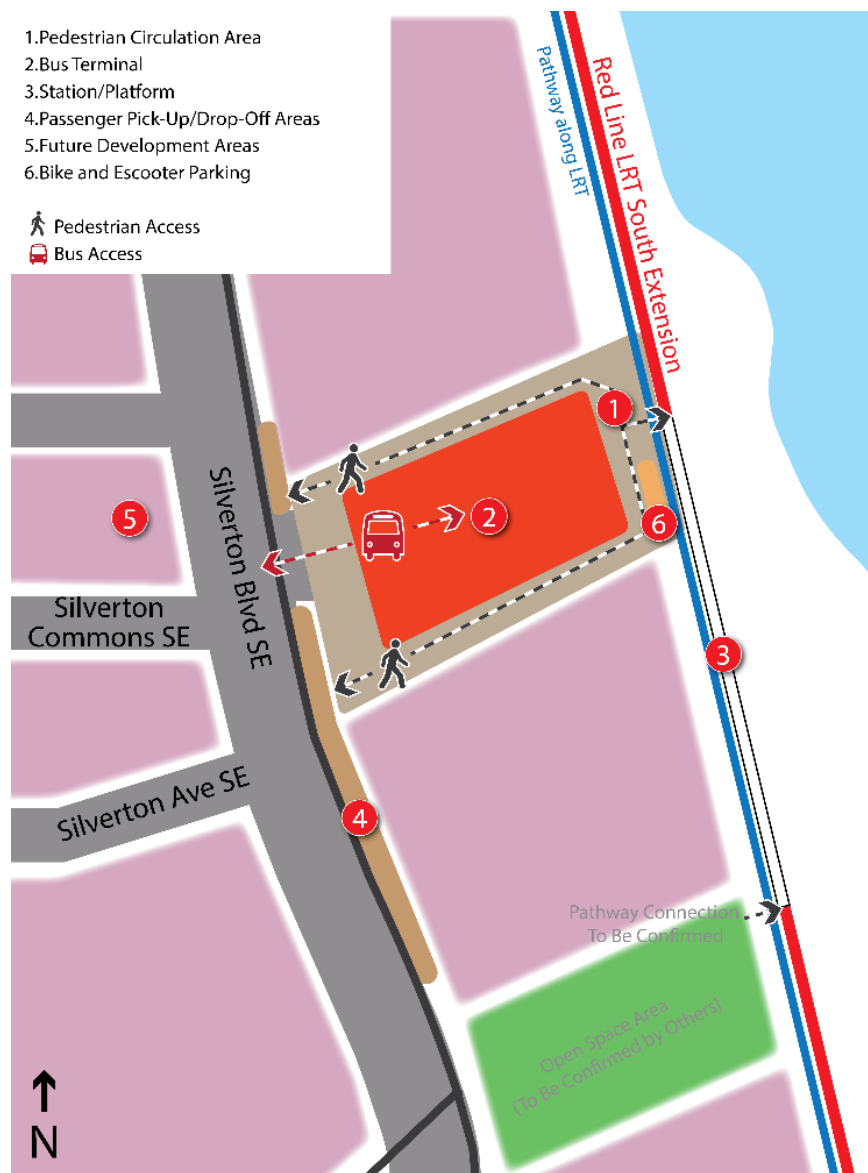


Figure 2 Silverado station concept

Which statement below reflects your thoughts on which access modes we should prioritize at Silverado station?

Participants were informed that the Silverado Station is being designed as a local station that supports walking, cycling, and bus connections without a dedicated park and ride lot. Most respondents felt that bus connections should be prioritized, with a smaller number indicating that the current layout aligned well with their priorities. Fewer participants felt pick-up and drop-off or walking and wheeling connections should be prioritized.

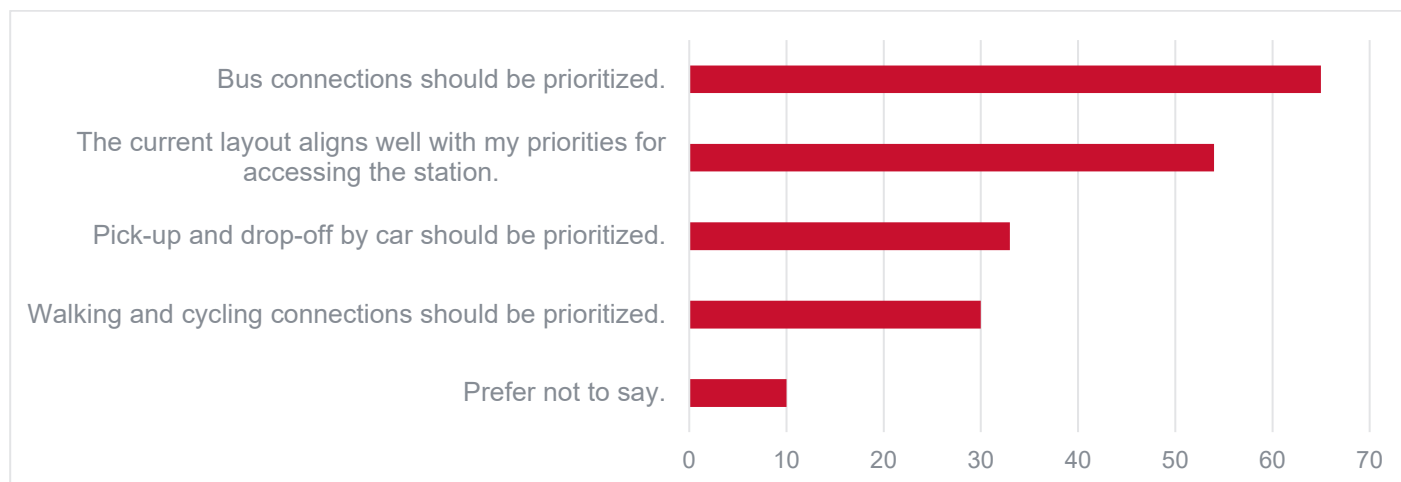


Figure 3 Responses regarding prioritization of access modes at Silverado

Please rate the following statements from strongly agree to strongly disagree.

Participants were informed that the major elements shown in the concepts can still be moved around within the site and their feedback would help us decide how these elements should be arranged. For each element, bike and e-scooter parking, pick-up and drop-off, pathway and bikeway connections, and bus connections, most participants chose either strongly agree, agree, or neutral for each statement. A smaller number of respondents chose disagree or strongly disagree.

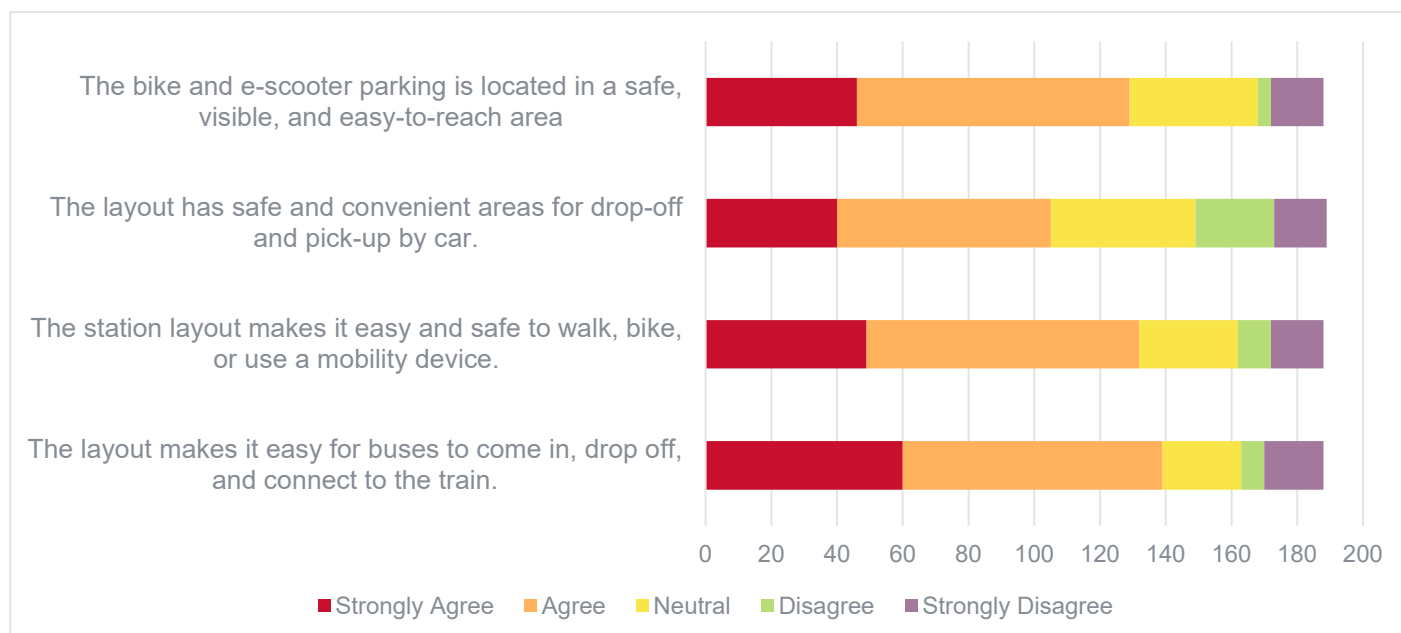


Figure 4 Responses regarding station elements at Silverado

What changes to the layout of Silverado station would make this station work better for you and the community and why?

Parking

Many participants indicated their desire for a dedicated park & ride lot to be incorporated into the design of the Silverado station, emphasizing that this would increase ridership for those who do not live in the adjacent community or do not walk/bike. They also expressed concerns that parking in nearby neighbourhoods would increase as a result of the lack of parking.

Verbatim comments

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.)

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.

Pathway and bikeway network

Participants emphasized the need for a well thought out pathway and bikeway network that connects users from all surrounding communities to the Silverado station. Suggestions for improving the network ranged, a few participants mentioned a pedestrian bridge to Chaparral, while others suggested additional safety measures to encourage safe use of the pathway network for all.

Verbatim comments

It seems like it would be difficult to walk to from Legacy. I would like to walk there from Legacy on a regular basis.

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 people from chaparral to get there, bus and car only?

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.

Station amenities

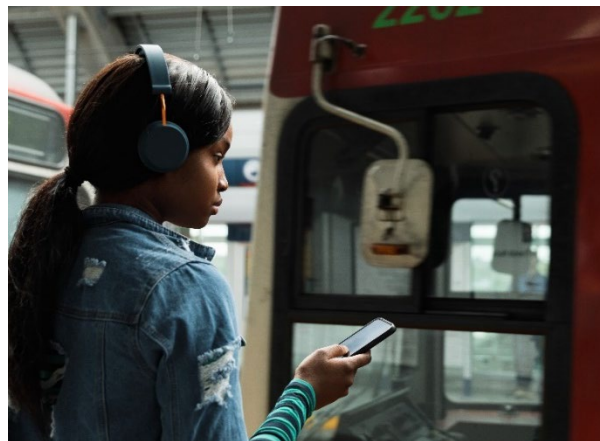
Respondents felt that amenities and accessible features could be included in the station to improve the design. These included sheltered and heated waiting areas for the bus and on the platform, washrooms, lighting, as well as secured bike storage areas or a plaza/retail space.

Verbatim comments

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

Ensuring the space is accessible for all individuals, apparent & non-apparent disabilities

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 [...]



Pick-up and drop-off

Participants indicated that they felt additional space was needed for pick-up and drop-off, emphasizing its importance especially with the lack of park & ride at the Silverado Station. Some suggested adjustments to the proposed pick-up and drop-off area that would reduce impacts on traffic and improve usability.

Verbatim comments

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

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

Incorporate Ride Share into the pick-up/drop-off zone

Overall support for the project direction

Participants expressed their overall support for the station layout as it was shown on the portal and the Red Line extension overall, expressing excitement about increased transit opportunities in south Calgary.

Verbatim comments

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

I really like this project and hope it start to build soon

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

Traffic impacts

Participants expressed concerns regarding the potential impacts on traffic that a new station may bring. Some participants felt that additional measures should be taken to reduce these impacts, such as allowing more space for pick-up and drop-off, building additional lanes on busy streets, and incorporating a park & ride option into the station layout.

Verbatim comments

Please make sure that sheriff king street has two lane to avoid congestion.

SW communities crowded and need proper access for traffic.

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

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.

Bus connections

Some participants discussed the importance of efficient and well-planned bus connections and infrastructure, not only for those living in Silverado, but also in the surrounding communities.

Verbatim comments

The bus connection is preferred especially for people who lives in inner Silverado (bus 102)

[...] 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.

Drop off and bus terminal should be prioritized kind of Shawnessy station, but more parking lot for park and ride

210 Avenue Station

The layout shows an early concept for how the 210 Avenue Station could be organized. The blocks represent key station features, including the LRT platform, bus terminal, park and ride, pick-up/drop-off areas, and plaza space. As an end-of-the-line station, this station will serve as a major transit hub for south Calgary.

The station size allows for a variety of station access elements such as park and ride, pick-up/drop-off areas, bus terminal, and walking and cycling facilities. The site also provides opportunities for a plaza space that contributes to the station identity and can be integrated with the adjacent future community.

The recommended station option will optimize land use to provide a larger area for various amenities, while, at the same, accommodating a Maintenance and Storage Facility for trains with the functions required and operational efficiency to serve the growing transit demand. Lastly, this option protects the LRT South Extension beyond 210 Ave for future generations as the city grows southward.

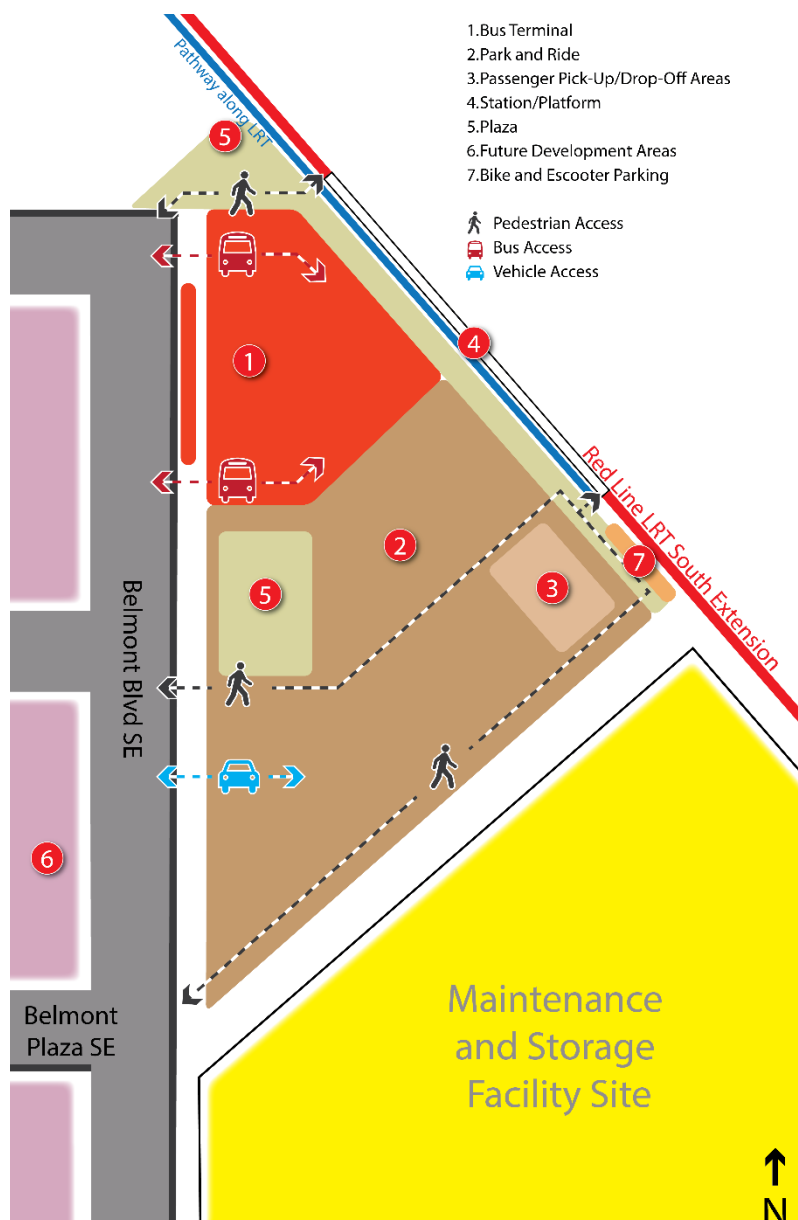


Figure 5 210 Avenue station concept

Which statement below reflects your thoughts on which access modes we should prioritize at 210 Avenue station?

Participants were informed that the 210 Avenue station is being designed as a major transfer station that supports a wide range of amenities including park and ride, bus terminal, pick-up and drop-off, walking, and cycling. Most participants felt that park & ride and bus connections should be prioritized at this station, or that the current layout aligned with their priorities. A smaller number felt that walking and cycling connections or pick-up and drop-off should be prioritized.

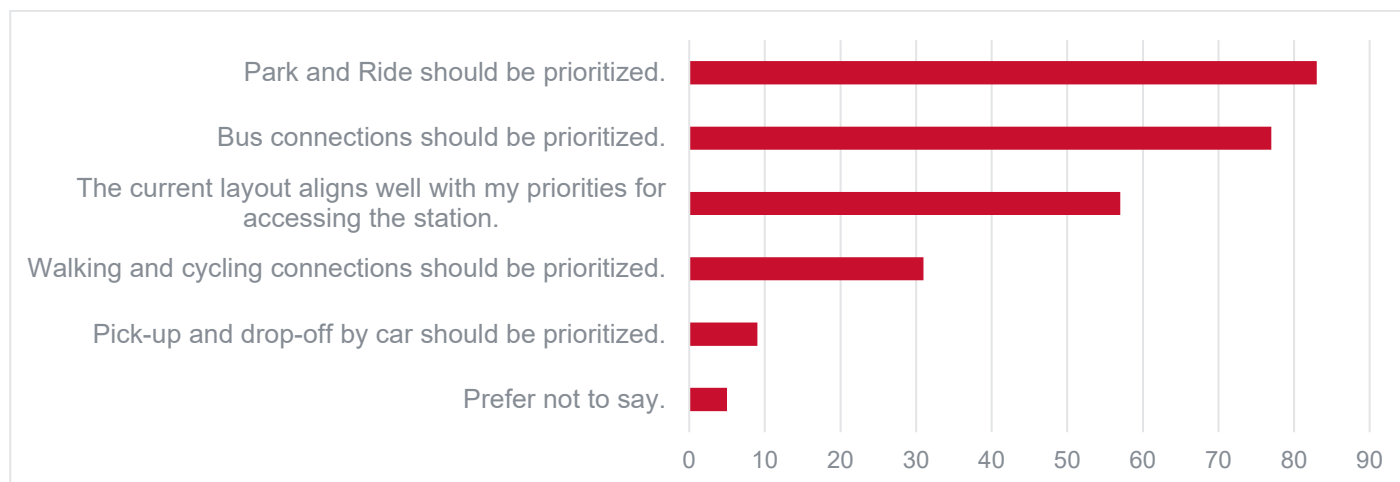


Figure 6 Responses regarding prioritization of access modes at 210 Avenue station

Please rate the following statements from strongly agree to strongly disagree.

Participants were informed that the major elements shown in the concepts can still be moved around within the site and their feedback would help us decide how these elements should be arranged. Across most elements, bus connections, walking and cycling, pick-up and drop-off, bike and e-scooter parking, and the plaza space, most participants selected strongly agree, agree, or neutral. Feedback was mixed on whether the amount of parking is sufficient to meet community needs, with responses more evenly distributed across agreement and disagreement.

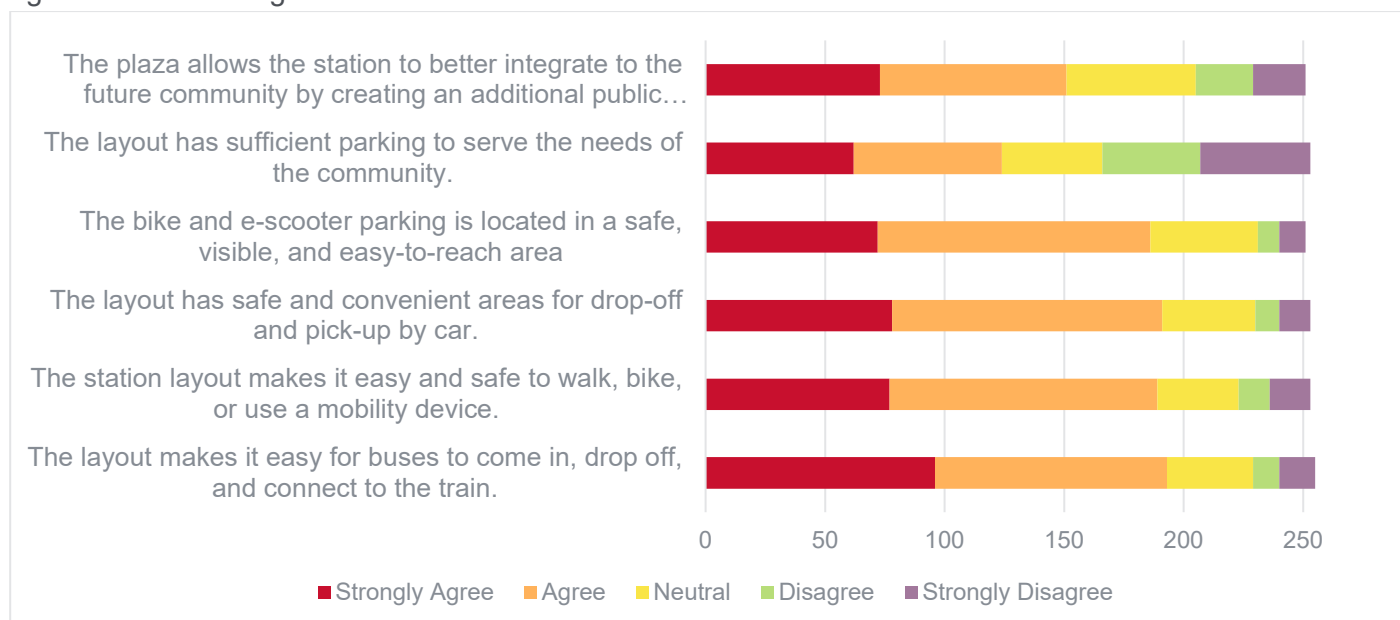


Figure 7 Responses regarding station elements at 210 Avenue station

What changes to the layout of 210 Avenue station would make this station work better for you and the community and why?

Park and Ride

Participants shared that the Park and Ride should be a higher priority and potentially larger at the new 210 Avenue Station. They noted several reasons for this, including growth in south Calgary, lack of parking at Silverado Station, existing pressure on the Somerset–Bridlewood Station, and the expectation that 210 Avenue will serve both nearby communities and residents from outside the city. Many participants also felt that a larger Park and Ride would encourage greater transit use, particularly for people who will not use bus connections to reach the station.

Verbatim Comments

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.

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.

Pathway and bikeway connections

Participants expressed a desire for the new station to be well connected through the pathway and bikeway network to key destinations and the surrounding communities in the south. Some participants shared recommendations for improving the usability, safety and accessibility of the pathway network.

Verbatim Comments

Circulation access of pedestrian and cycling, both east and west communities (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

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.

[...] 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

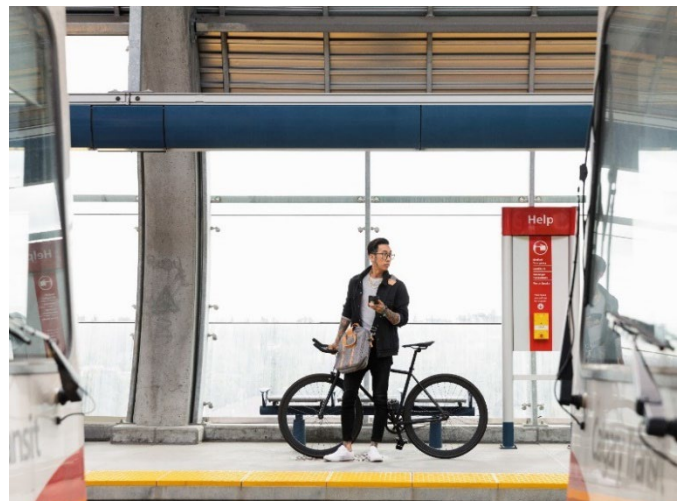
Overall support for project direction

Respondents expressed overall satisfaction with the proposed layout of the 210 Avenue station and the extension overall.

Verbatim Comments

No layout changes, just ensure a bus goes to legacy. Let's get this done!!!! Thank you

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.



Station amenities

Participants shared the types of amenities they hoped to have at the new station, ranging from heated shelters to safe storage areas for bikes. They also suggested opportunities to activate the plaza area and increase use.

Verbatim Comments

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.

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 preferably heaters as well.

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.

Bus connections

Participants shared feedback on the importance of adequate bus routes that connect the new station to the surrounding communities, especially those on the east side of MacLeod Trail.

Verbatim Comments

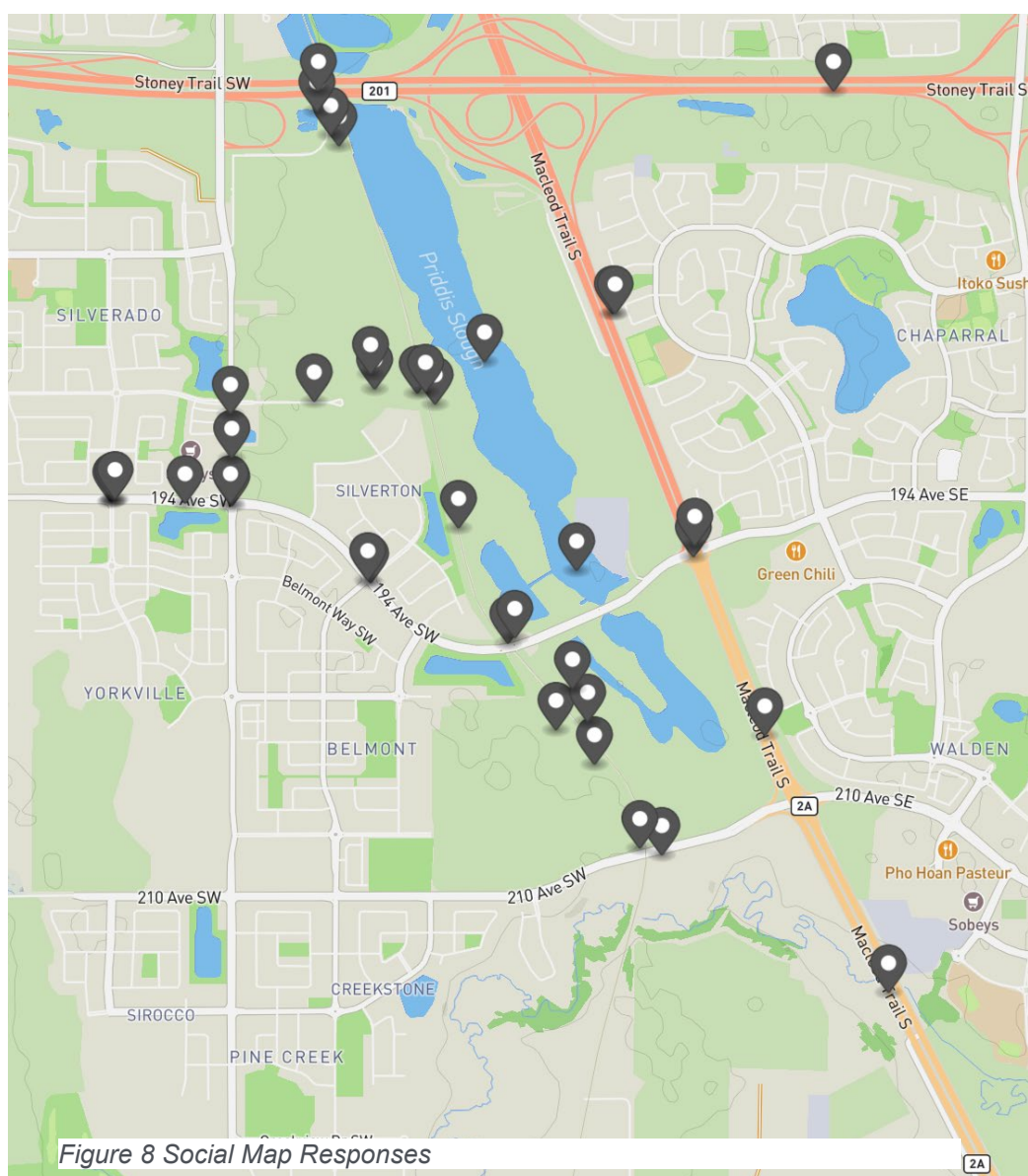
It would make it work better if there would be a bus going on Creekside blvd to the station and or one to legacy!

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.



Pathway and Bikeway Network Social Map

Participants shared a strong desire for safe, continuous, and well-connected pathway and bikeway links that function as a true transportation network rather than isolated segments. Many emphasized the importance of safety through wide sidewalks, safe intersections and grade-separated crossings over major barriers such as Macleod Trail, Stoney Trail, and the rail corridor to reduce exposure to high-speed traffic and improve comfort and safety for walking and cycling. They also emphasized that pathways should connect meaningfully to surrounding communities, schools, shopping areas, and Somerset-Bridlewood Station, rather than ending abruptly. Secure, weather-protected, monitored bike parking was highlighted. Participants also raised concerns related to traffic congestion, road conditions, and community safety, along with requests to coordinate with developers and other partners to integrate future development and ensure connections are delivered as the community grows.



Workshop: Strong Towns Calgary and Calgary Transit Riders

The Project Team held a workshop with members of Strong Towns Calgary and Calgary Transit Riders where participants were invited to provide feedback on the layouts for the Silverado Station, 210 Avenue Station, and the proposed pathway and bikeway network. Information was also shared about the Maintenance and Storage Facility (MSF). A summary of the input received is provided below.

Silverado station

Participants provided focused feedback on the Silverado Station layout, highlighting the importance of strong bike connections and asking whether an additional pathway could be added on the opposite side of the station. They felt the layout connects well in several directions but wanted clarity on which street will serve as the primary walking and wheeling route. Concerns were raised about the lack of designated parking for people with disabilities, along with questions about how bus routes will operate beyond the terminal. Attendees suggested updating planning policies to encourage buildings and spaces near the station that are active, welcoming, and well used. Some participants also discussed broader strategy, noting that advancing both stations together may be better because Silverado is not expected to function effectively as a park-and-ride location.

210 Avenue station

Participants focused largely on how land use, parking, and public space should be designed around 210 Avenue Station. Many preferred a mixed-use approach to parking instead of large surface park-and-ride lots, suggesting structured parkades that could include residential or commercial uses, public washrooms, and flexible design to adapt to future needs. They expressed that large, open parking lots feel less safe than active areas with “eyes on the street” and emphasized that any park and ride should be accessible, have multiple access points, and minimize negative impacts on the station area.

People supported strong pedestrian and cycling connections, including wide sidewalks, safer intersections, traffic calming, bike drop-off areas, and indoor bike storage. Ideas for the plaza

included connecting it directly to the platform, adding moveable furniture, and making it a space where people can gather and do things rather than leaving it unused. Additional points included considering sound walls with ecological design, learning from examples from other cities, planning for flood prevention, ensuring publicly accessible washrooms, and exploring transit-oriented development so the area can support future residential growth. Some participants also suggested reconsidering the station name, including possible Indigenous naming options.

Pathway and bikeway network

Participants emphasized the need for a well-connected, safe, and continuous pathway and bikeway network throughout the area. They strongly supported connections to key nearby destinations, as well as north–south routes between 194 Avenue and 210 Avenue. Many comments focused on the importance of safety, including secure bike storage, bike cages or lockers, safe crossings over major roads and ensuring crossings are separated from interchanges. People supported pathways on both sides of the LRT route and asked that new connections be built quickly. Participants suggested clear signage, consistent information about which train cars accommodate bikes, and visible markings on platforms.

They also raised environmental and flooding considerations and asked whether wildlife crossings and flood planning are being incorporated while emphasizing that sustainability should focus on reducing car dependency by improving transit, and walking/wheeling options.

Boards, Commissions and Committees

The project team met with the Calgary Aboriginal Urban Affairs Committee, Older Adults Advisory Table, and Advisory Committee on Accessibility to understand whether there were any barriers they face when accessing transit stations that we should consider early in the design and whether there were community or gathering spaces in the area that are important to consider in station access. Below is a summary of the notes from each committee.

Calgary Aboriginal Urban Affairs Committee

The discussion focused on accessibility, inclusiveness, and Indigenous engagement for the Red Line project. Questions were raised about whether public washrooms will be included. Frequent transit users noted long travel times and asked how Phase 2 results will be reported back to the public. Indigenous engagement was highlighted as a priority, with participants emphasizing that The City should engage with Indigenous communities in the southeast, connect with trusted Indigenous contacts, and use Indigenous spaces for sessions.

Older Adults Advisory Committee

The discussion focused on accessibility, amenities, and future planning for the Silverado and other stations. Participants raised concerns about the lack of heated shelters and washrooms, noting that these are important for older adults, especially since some stations are far from other facilities. They suggested washrooms could be incorporated in ways similar to existing stations in Calgary, and one side of the MSF could be made accessible to the public. There were suggestions to explore multi-level park-and-ride facilities and partnerships with developers to support public

transit and improve efficiency, especially as new communities grow. Accessibility needs included zero-grade access, ramps with rest areas, working escalators, and safe shared pathways for pedestrians, cyclists, and older adults. The group emphasized safety measures around stations, including road design, speed limits, and emergency access. Coordination between departments on parking, land use, and service planning was identified as a gap. Future planning should consider high-density development, proximity of seniors' centres to stations, and connections through the Plus 15 network, while ensuring sufficient resources for growing communities.

Advisory Committee on Accessibility

During the meeting, participants emphasized the importance of using lessons from the Green Line, which did extensive engagement around accessibility. Participants also discussed whether additional MSFs are needed on the northwest and west lines of the LRT network.

They emphasized the importance of fully accessible stations that are central or side-loaded, and that crossing the tracks safely needs to be considered since bridges are not planned. The group also discussed washrooms with access control, and suggested checking if these needs are included in the plans. Other points included using design lessons from Stampede Station, making drop-off and parking easy and safe, keeping pedestrian paths separate from vehicles, using clear signage, and ensuring snow and ice are cleared. For Silverado Station, the committee asked about having two entrances and convenient walking distances.

Next Steps

The feedback gathered through Phase 2 engagement will be used to help the project team refine the proposed layouts for the future Red Line LRT stations at 210 Avenue and Silverado. Additional insights will be shared relevant business units.

Phase 3: Reveal is planned for late 2026. In this phase, the City will share the final layouts before the business case is presented to City Council and the project moves to the detailed design phase.



Appendices

Appendix A: Demographics

The graphs below reflect demographic data collected from unique surveys on the portal page, if participants chose to complete the survey, all demographic questions were optional. Of the 502 contributions to the portal page, 124 people who completed the Silverado Station survey and 165 people who completed the 210 Avenue Station survey chose to answer additional evaluation and demographic questions.

Silverado Station survey demographic questions

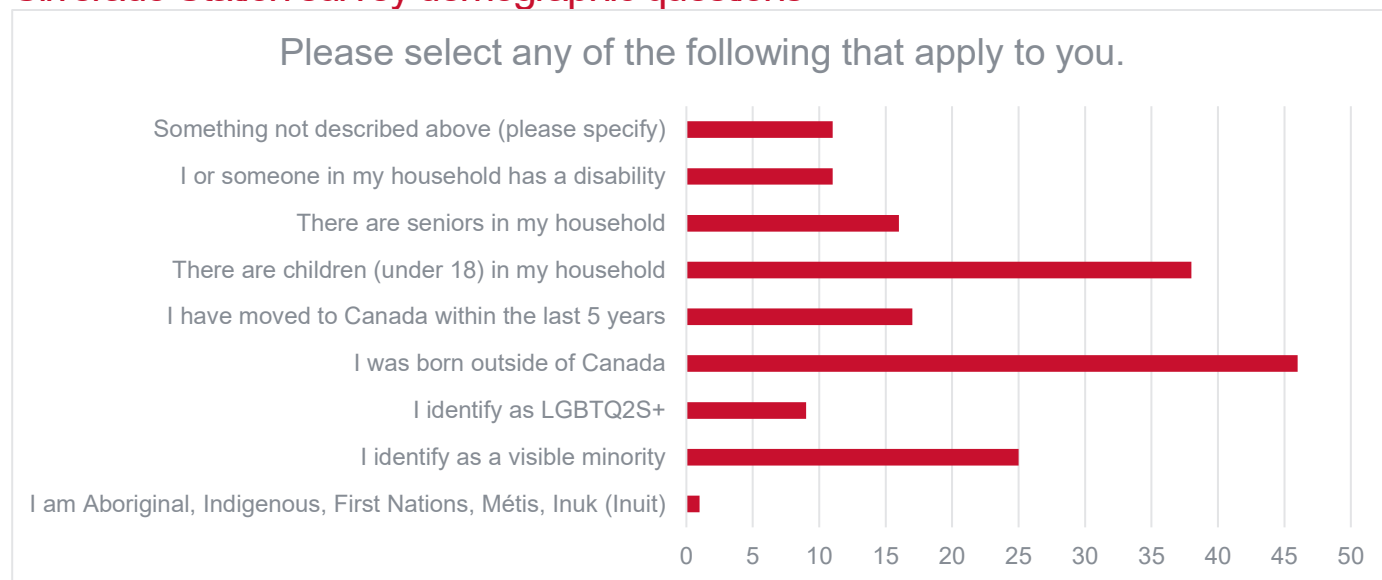


Figure 9 Demographics Silverado survey

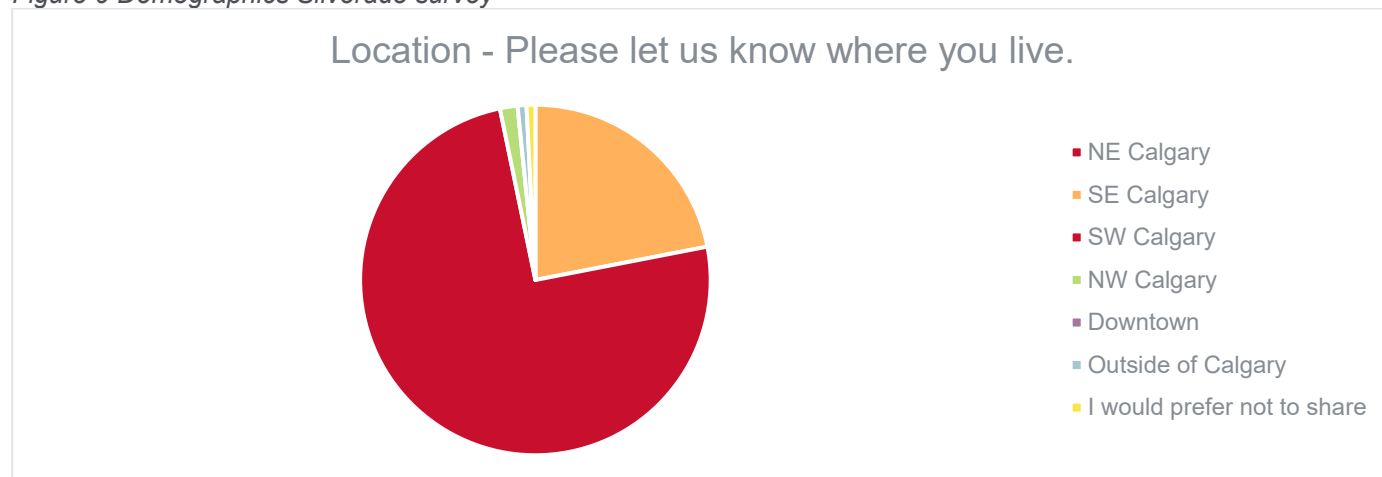


Figure 10 Location Silverado survey

Age - What is the age-range of the person providing this input.



Figure 11 Age Silverado survey

Gender Identity - Please choose the option that best describes you.

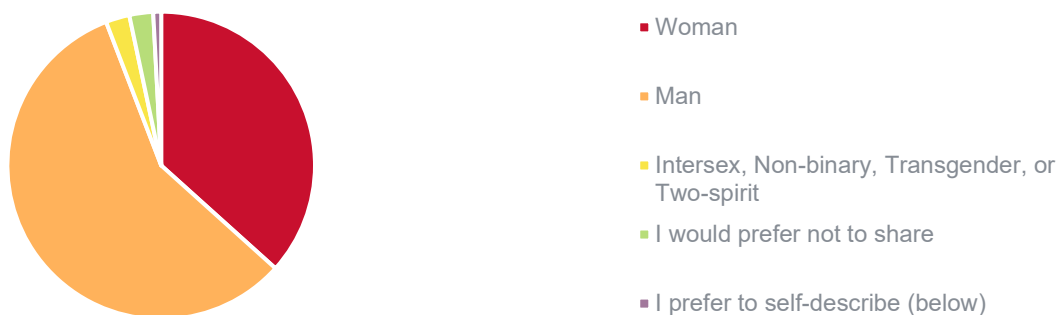


Figure 12 Gender Silverado survey

Household Income - What is your total annual household income before taxes?



Figure 13 Household Income Silverado survey

210 Avenue Station survey demographic questions

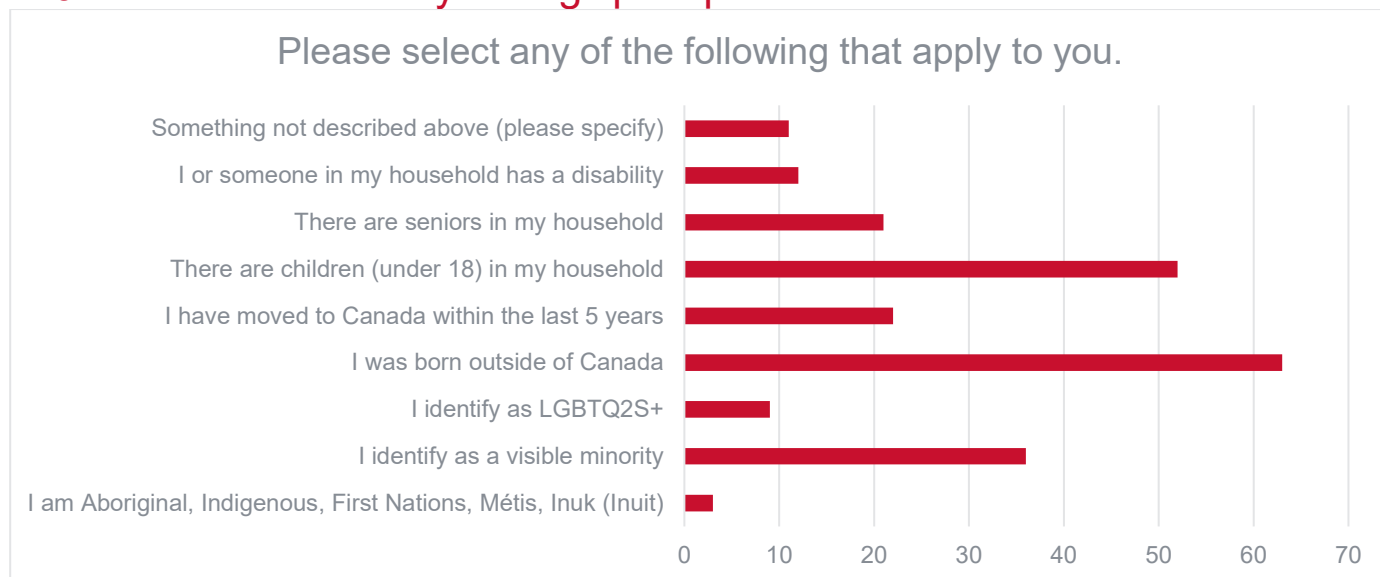


Figure 14 Demographics 210 Ave survey

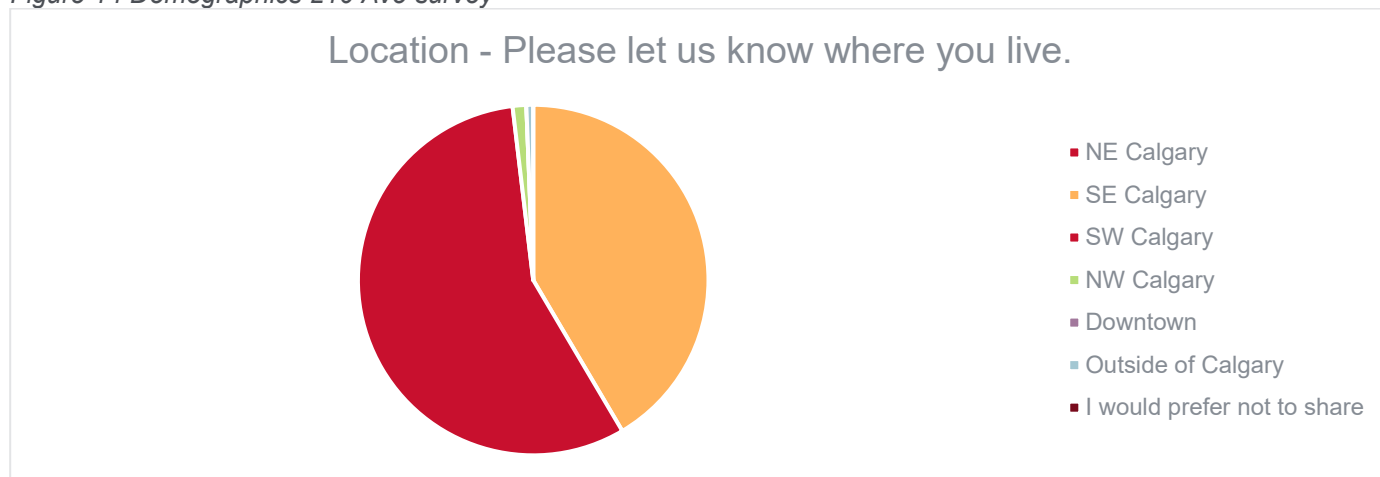


Figure 15 Location 210 Ave survey

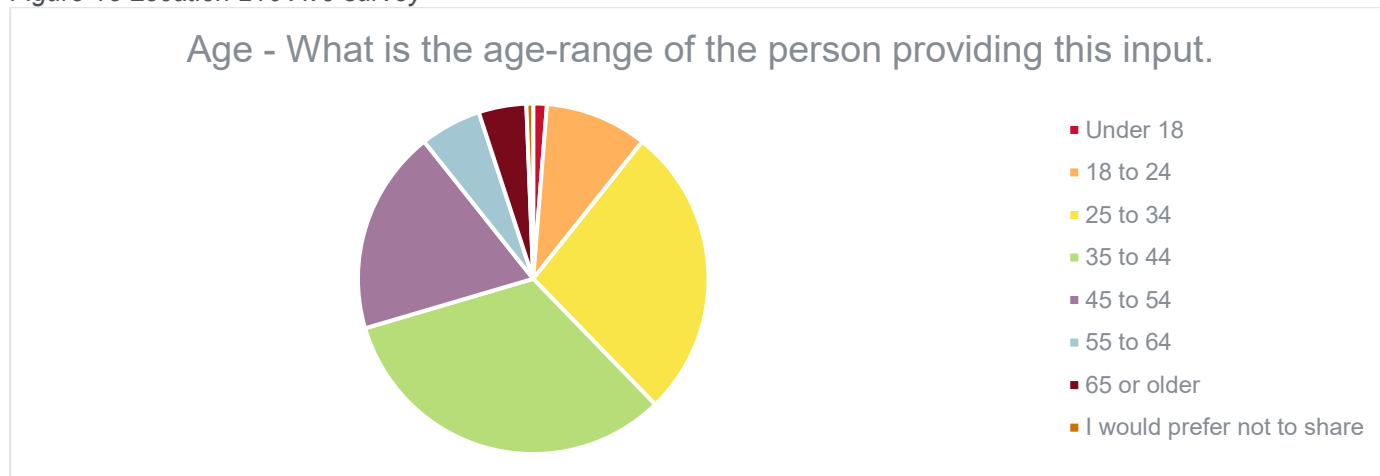


Figure 16 Age 210 Ave survey

Gender Identity - Please choose the option that best describes you.

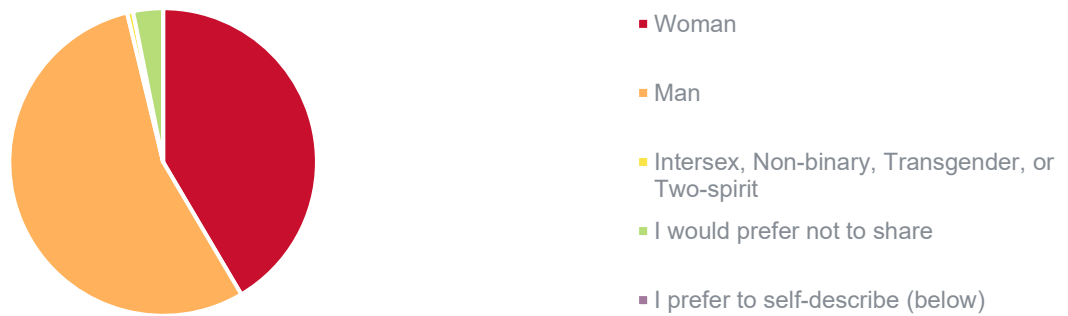


Figure 17 Gender identity 210 Ave survey

Household Income - What is your total annual household income before taxes?



Figure 18 Income 210 Ave survey

Appendix B: Explanation - Verbatim comments and quotes

Verbatim comments and quotes, including all feedback, suggestions, comments and messages that were collected online and in-person through the engagement, were presented in their entirety in the verbatim 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.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Appendix C: Explanation – Engagement at The City

"Engagement" at The City of Calgary is defined as: Purposeful dialogue between The City and citizens and interest-holders to gather information to influence decision making.

Engagement is:

- **Citizen-centric** - focusing on hearing the needs and voices of both directly impacted and indirectly impacted Calgarians.
- **Accountable** - upholding the commitments that The City makes to Calgarians and other interested and impacted parties by demonstrating that the results and outcomes of the engagement processes are consistent with the approved plans for engagement.
- **Inclusive** - making best efforts to reach, involve and hear from those who are impacted directly or indirectly.
- **Committed** - allocating sufficient time and resources for effective engagement of citizens and interest-holders.
- **Responsive** - acknowledging Calgarian's and other interested and impacted parties' concerns; and
- **Transparent** - providing clear and complete information around decision processes, procedures, and constraints.

The City's commitment to transparent and inclusive engagement processes is outlined in the [Engage Policy \(CS009\)](#).

Appendix D: Explanation – Research versus Engagement

Engagement is a professional discipline that incorporates a variety of methodologies to gather people's opinions and views on specific issues or topics, to provide information for decision making. Engagement often involves two-way dialogues or conversations with the objective of gaining a deeper understanding of the issues.

Unlike Research, Engagement opportunities are inclusive and usually open to all interested parties who would like to have a say about the issue or topic at hand. The outputs of Engagement activities are descriptive and provide a deeper understanding of the views and sentiments of the participants. The nature of these inclusive techniques mean that information collected is directional and, as with qualitative research, cannot be generalized to the larger population.

Engagement at The City of Calgary is defined as purposeful dialogue between The City and interest-holders to gather information to influence decision making. More specifically, the Engage Resource Unit works with project teams at The City to meet project needs and ensure citizens have their say about those projects.

The City has a six-step process for engagement with citizens:

1. Assess the need for engagement.
 2. Develop a plan – determine engagement roadmap and budget.
 3. Tell the story – create content to inform and educate interest-holders.
 4. Raise awareness – promote opportunities for interest-holders to participate.
 5. Connect – open opportunities for interest-holders to provide input.
 6. Report back and evaluate – loop back to share what was heard and what was done with stakeholder input.
-
- Unlike Research, Engagement opportunities are inclusive and usually open to all interested parties who would like to have a say about the issue or topic at hand. The outputs of Engagement activities are descriptive and provide a deeper understanding of the views and sentiments of the participants. The nature of these inclusive techniques mean that information collected is directional and, as with qualitative research, cannot be generalized to the larger population.
 - Engagement is not meant to be a representative sample of interest-holders while quantitative Research methodologies are designed so that the data collected from a randomly selected sample of individuals is considered to be statistically representative of the larger population.
 - Research seeks answers to questions that are important to The City and looks to represent the views of Calgary's population using analytical and statistical methods. Engagement seeks feedback on issues that are important to citizen groups and looks to reflect perspectives of those citizens that are most interested or impacted by City activities.