



What We Heard Report

Blue Line LRT Northeast Extension

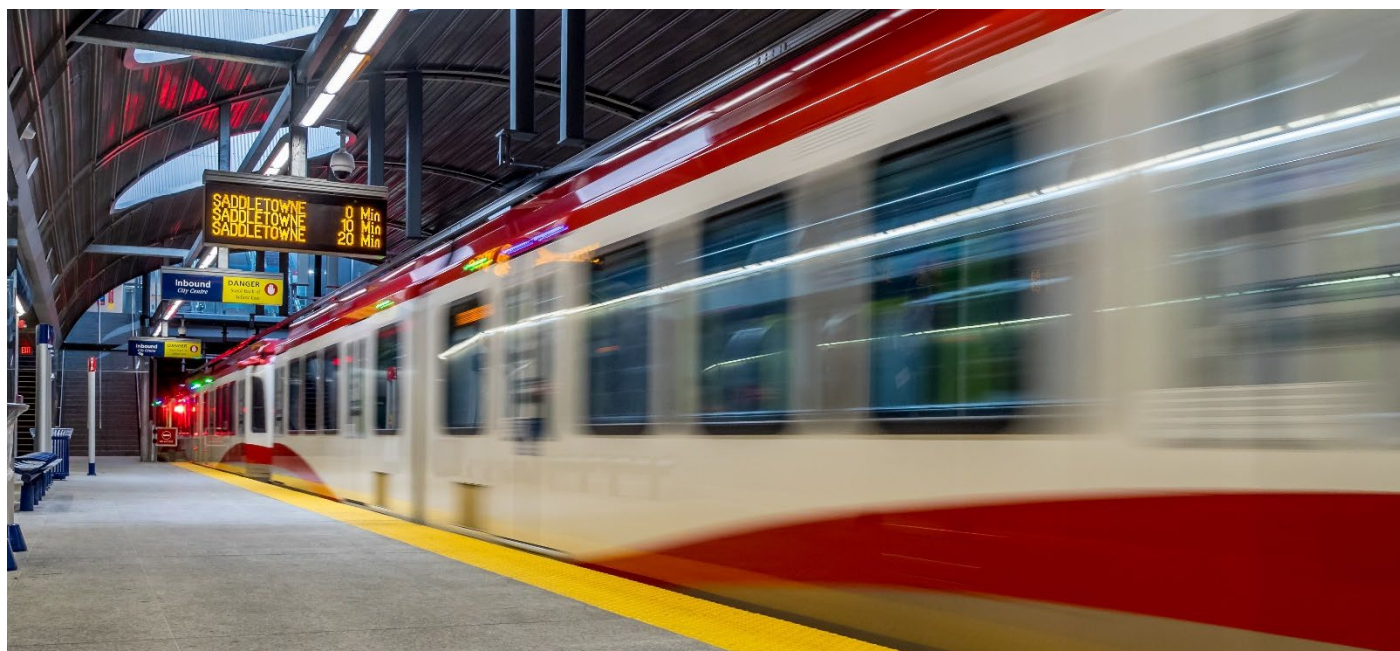
July 30, 2025

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Introduction

Executive Summary

The City's RouteAhead Transit Strategic Plan identified the need to extend the Blue Line LRT north from Saddletowne Station to a new station at 88th Avenue NE and 60th St NE. This is part of a long-term plan to improve public transit across Calgary. The new 88th Avenue NE Station will improve access to transit for people living in northeast Calgary. The Blue Line LRT northeast extension will serve communities in the northeast, provide bus connections and serve as a future connection to the Calgary International Airport.

This report summarizes feedback from Phase 1: Discover, which took place from May 12 to 31, 2025. The purpose of this phase was to gather input to help guide design decisions of the new station.

The Goal

The goal of this engagement was to gather meaningful input from Calgarians to inform the design of the new Blue Line Station at 88 Ave NE. Engagement focused on understanding where participants live in Calgary to inform station access, as well as their priorities and concerns related to station accessibility, safety, amenities, and integration with surrounding communities. Participants were also asked to reflect on their current experiences to help The City understand where there are opportunities for improvement and what is working well. This input will help the project team develop a draft station design that reflects the community needs and expectations.

Feedback

Feedback gathered during Phase 1 engagement provided the project team with valuable insights into the priorities, concerns, and experiences of current and future Blue Line users. This input will help shape the design concept for the new station and will be considered alongside technical studies, City policies, and planning best practices as the project moves forward.

Tactics

Phase 1 engagement for the Blue Line LRT Northeast Extension used an online survey on the project's Engage portal page and in-person pop-up events in surrounding communities to engage directly with residents.

Themes

The feedback collected during Phase 1 engagement highlighted a strong interest in ensuring that the Blue Line LRT Northeast Extension is accessible, safe, and *well-integrated into surrounding communities*. Overall support for the project was high and the following themes emerged across engagement activities:

- Expanding the line further north: Many want the project expanded into communities in the north that lack LRT options currently.
- Access and connections: Importance of walking, biking, parking, and easy transfers to buses and other transit.
- Parking: Need for enough and easy-to-use parking options.
- Safety and security: Support for features that make stations feel accessible, safe and comfortable and address social disorder.
- Station amenities and features: Desire for heated shelters, washrooms, and accessible design.

Tensions

Some of the feedback emphasized tensions between the outcomes Calgarians want from this project. There was broad support for improving transit access in the Northeast and many participants highlighted the need for transit development and the benefits it will bring as communities grow. However, participants also raised concerns about the length of the extension, emphasizing that new station does not effectively serve communities further north that also require or rely on transit to move around the city.

Project Background

The City's RouteAhead Transit Strategic Plan identifies the need to extend the Blue Line LRT north from Saddletowne Station to a new station at 88th Avenue NE and 60th St NE. This is part of a long-term plan to improve public transit across Calgary. The new 88th Avenue NE Station will improve access to transit for people living in northeast Calgary. The Blue Line LRT northeast extension will serve the community of Savanna and provide bus connections in the northeast. It will also provide a future connection to the Calgary International Airport and support further development in nearby communities.

Planning for the Blue Line extension began more than 10 years ago. In 2012, the 88th Ave NE Station was identified as the future connection to the Calgary International Airport via the planned Airport Transit Line. Additional land was allocated for this station to accommodate this service. At the time planning began, many of the surrounding northeast communities were still in early stages of development. The City now has funding to complete the detailed design. While earlier phases focused on technical studies and consultation with developers, this is the first time the public is being asked to share input. The intention is to have the project ready for construction when further funding becomes available.

This phase focused on the technical design of the LRT extension and station, including how the train tracks and other systems are built, how the bus connections will work, and where/how people can access the station. Through this work, we will:

- Study the land to understand soil and ground conditions where the tracks, roads, and station will be built.
- Measure sound levels to see where noise walls may be needed to reduce noise from the trains.
- Survey the area to map the land and find underground utilities.
- Collect and analyze traffic data to help design safe intersections, roads, and signals.
- Do environmental studies to reduce potential impacts on nature and nearby communities.
- Design all parts of the project, including the tracks, station, bus areas, lighting, parking (vehicle and bike), pathways, landscaping and stormwater drainage.
- Plan how the project could be built, including draft timelines and possible construction methods.
- Update cost estimates to help secure funding to build the extension.

Project Decision

The City of Calgary is conducting public engagement to inform the Blue Line LRT Northeast Extension technical design. The technical design is expected to be completed by 2026. The decisions will take into consideration the feedback from public engagement, as well as research, best practices, policies and regulations to ensure the detailed design is holistic and effectively presents the business case to secure funding for construction from all levels of government.

Engagement Overview

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

Engagement Objectives

The intention for the following list of objectives is to create a strong foundation for developing a design that is effective and reflects Calgarians' priorities and concerns relating to the Blue Line LRT extension. By engaging with diverse interested and impacted parties, we aim to develop a design concept that addresses the varied needs of Calgarians while supporting the dynamic population growth in Northeast Calgary.

- Understanding whether Calgarians support the project.
- Understanding what works well and Calgarians' experiences on the Blue Line LRT.
- Understanding Calgarian's priorities for the station to ensure the designs effectively reflect their values.
- Understanding where participants live and how they will access the stations to ensure station designs and surrounding infrastructure encourage accessibility through a variety of means.

Strategy

Phase 1 engagement focused on gathering high-level feedback to help the project team shape the design option. This phase prioritized meaningful dialogue with residents from surrounding communities who would be most impacted by the Blue Line LRT South extension. Participants were encouraged to share input on areas where their feedback could directly inform the development of the design option and ensure the extension meets the evolving needs of Calgary's transit system.

Communication and advertising

To promote the Phase 1 Engagement period from May 12-31, 2025, we implemented a variety of communication and marketing tactics. The Community and Business Relations team did door

knocking at homes along the alignment on May 3, 2025 to inform them of the project, the engagement opportunity and hear any questions residents may have. 8,533 postcard mailouts were sent to all residents in the project area. Additionally, four bold signs were displayed along roadways in the project area during the three-week Engage period. Printed signage at key transit locations provided project details and engagement information, while digital display ads on Light Rail Transit (LRT) ran downtown and in the northeast during the the Engage period. We also included paid social media ads on Facebook and Instagram to inform and invite community members to participate in upcoming engagement activities. Social posts appeared on both the City of Calgary and Calgary Transit channels. Lastly, postcards with a QR code linking to the Engage webpage were distributed at events and on LRT platforms to further drive engagement.

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 purpose of Phase 1 engagement.

Timeline	Milestone
May, 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 extension.
July, 2025	What We Heard Report for Phase 1 engagement published.
Winter 2025 - Spring 2026	Present the preferred option and detail how the feedback received in Phase 1 informed the design through a What We Did Report.

Table 1 Public Engagement Timeline

Audience and Tactic	Date	Participation number
Online portal page	May 12 - 31, 2025	637
Pop-up at Pop-up at Saddletowne Station	May 15, 2025	400
Pop-up at Genesis Centre	May 22, 2025	132
Pop-up at Highstreet at Cornerstone	May 24, 2025	43
Pop-up at McKnight-Westwinds Station	May 27, 2025	386

Table 2 Tactics and participation

What We Heard

Questions asked during Phase 1 engagement focused on the following key areas. The demographic information is summarized in [Appendix A](#).

- Participant's level of support for the project.
- Where participant's live and work.
- How participants would like to access the stations.
- Calgarian's experiences on the Blue Line.
- Design features to help Calgarian's feel safer.
- Priorities for the stations.
- Current usage and habits.
- Tell us about yourself (optional)

The main engagement page with the complete list of questions asked is located at <https://engage.calgary.ca/BlueLine-NE>.

What We Asked

During Phase 1 engagement, participants were asked to provide feedback on the Blue Line LRT Northeast Extension project to help shape the future design and development of the stations. The objective of this phase was to educate Calgarians about the project, gather feedback to understand their priorities and concerns for the future LRT stations, and identify key considerations that should be incorporated into the design. The input collected during Phase 1 will directly inform the design concepts presented in Phase 2, helping to ensure the stations reflect the needs and priorities of Calgarians

Where You Live: Place a marker on the map in the community where you live or work.

Participants were able to place 1 – 2 markers on the map to indicate where they live and work in Calgary. Most participants indicated they live or work in the northeast communities of Saddleridge, Savanna, Cornerstone, Skyview Ranch and Redstone. However, they also indicated that they travel throughout the city.

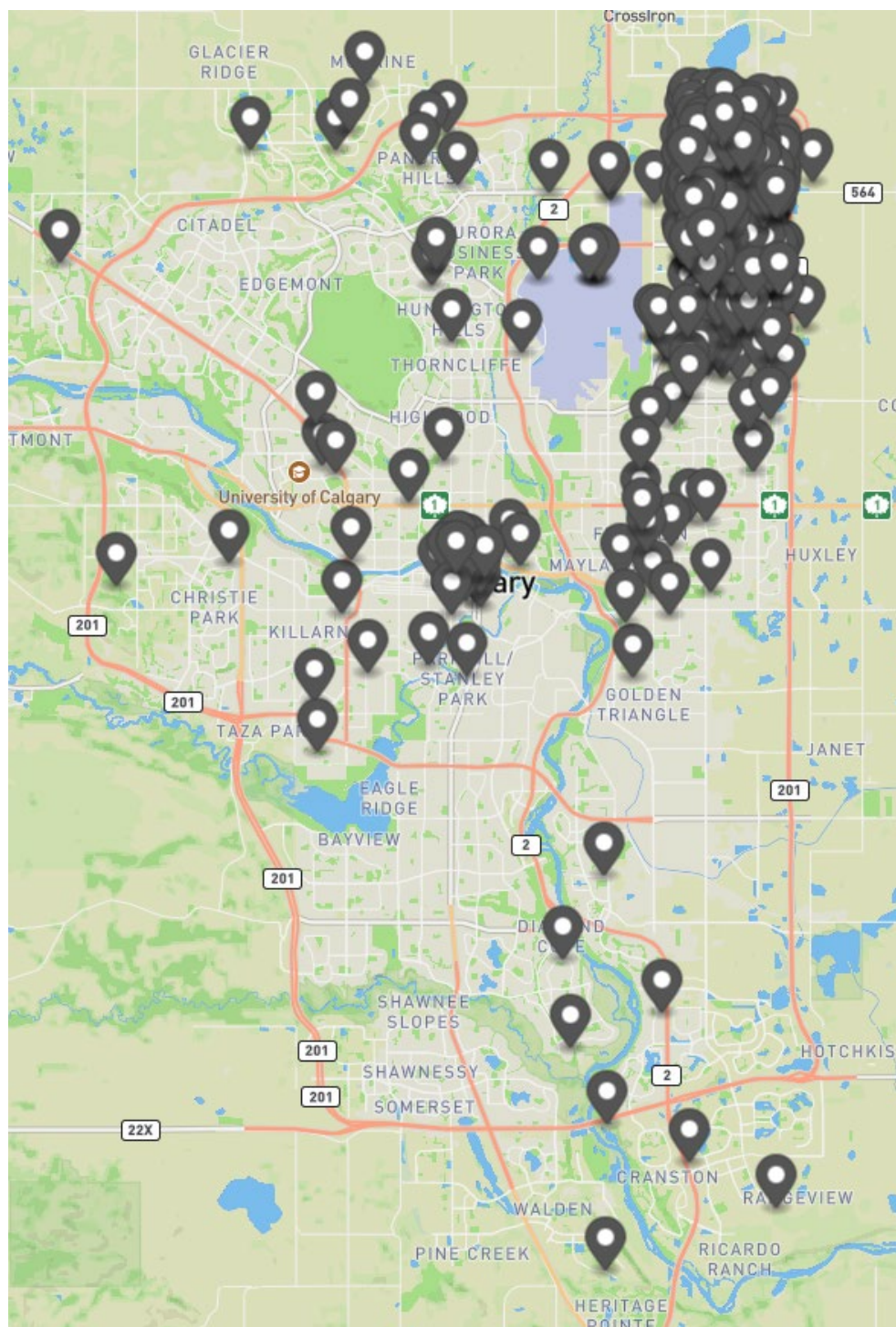


Figure 1 Map markers of where participants live and work

How do you feel about the Blue Line LRT extension moving forward?

The majority of the participants indicated that they are very supportive or somewhat supportive of the Blue Line Northeast extension. Fewer participants indicated that they are not supportive at all or somewhat not supportive.

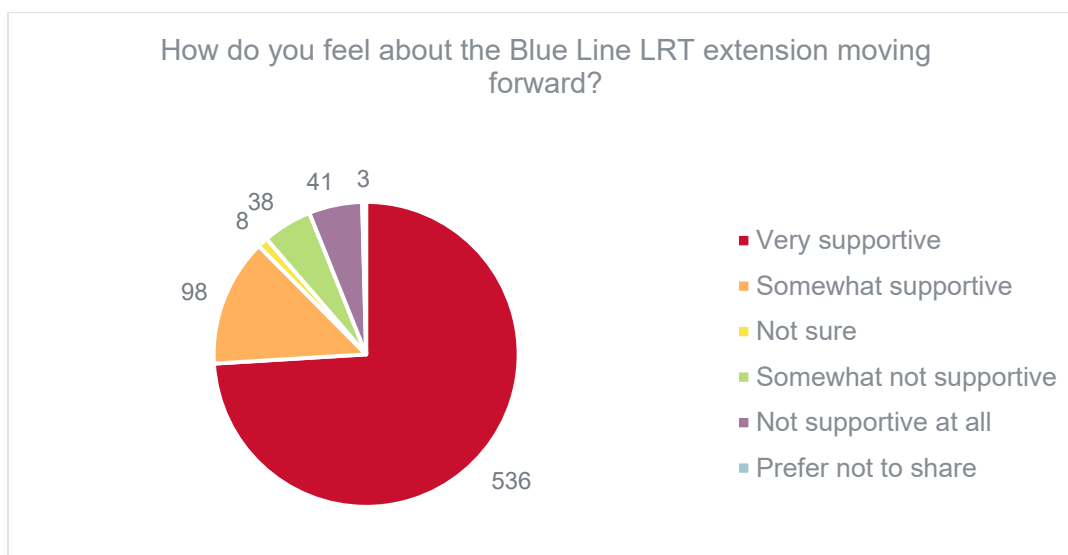


Figure 2 How do you feel about the Blue Line extension?

Please tell us why you feel this way.

Participants shared a range of views on the Blue Line NE Extension. Some were generally supportive, highlighting benefits like better connections, shorter commutes, and support for growing communities. Others were not supportive, raising concerns about construction, noise, and project value. Key themes included connectivity and mobility, social benefits for transit users, concerns about the project scope, and potential traffic and capacity impacts.

Connectivity & Mobility

Many participants who expressed support for the Blue Line extension did so because they believe it will improve how people move around northeast Calgary. Comments highlighted that the extension will reduce commute times, improve overall traffic flow, and provide a much-needed transit connection to the northeast. Several respondents mentioned that the new station would be closer to their homes and easier to access, especially compared to the already crowded Saddletowne

Station. Others saw this extension as a key first step toward future transit expansions in the northeast and a necessary connection point to the airport.

Verbatim Comments

People waiting for the bus from saddle circle to 88 ave, which will take an other 25-30 minutes summer it okey, but in Winter it's hard to stand in the cold weather, by the extension of the LRT will reduce the time & they reach to safe place in less time.

That should be a great work it improves the city transportation. It helps a lot of people to save time, reducing crowds at Saddletowne station, making easy and fast connections in the NE community especially saddlebrook, sevrna, redstone and a lot more

I strongly support the Blue Line LRT expansion as it will ease traffic, reduce car dependence, and give my family of five especially my husband better access to transit in Savanna. It's a smart, needed investment in our community's future.

Having a well developed transit system is critical for Calgary's continuing growth in the coming years. With the continued expansion, having accessible transit to the further end of the City would help deal with congestion at the current stations.

Project Scope

Some participants were less supportive of the project because they felt the proposed 1 km extension is not long enough to meet the needs of Calgary's northeast communities. They wanted the line to reach areas like Redstone, Cornerstone, Country Hills, or the airport, and were disappointed by the limited reach

Verbatim Comments

The stop seems very close to the current saddletowne station. I wonder how this stop would benefit those in surrounding communities.

I am very supportive of the blue line extension, but I don't think the station should be at 88 Ave. It should instead be extended to Country Hills so that it can serve majority of the NE population that live in Cityscape, Skyview, Redstone and Savanna

Is the money spent on the new station really worth it? Build the station further ahead, and wait for more funding for the tracks. Is the money being spent on this going to be impactful? How much time will it save? How much will ridership increase?

The station seems too close to Saddletown station to be necessary. City could prioritize funding elsewhere unless constructing the airport connector is absolutely happening.

Social Benefits

Participants also shared that the Blue Line extension is important for supporting the growing population in northeast Calgary. They noted that many residents rely on transit to move around the city and that improved connections are essential for daily life. Some also commented that the LRT is a safe and reliable way to travel, and that expanding service in the northeast would help ensure everyone can get where they need to go.

Verbatim Comments

We desperately need LRT transportation in these heavily populated areas. Urban sprawl is forcing everyone to utilize vehicle having accessible public transportation will reduce our reliance on vehicles and help the environment.

We really need more transportation expansions in the NE as there is more communities being built. There is alot of families, youths and working people that need accessible transport.

We live in skyview NE, which is one of the dense populated section in NE. Public transport will definitely help reduce burdens on road traffic and help low income families to commute efficiently around the city.

There needs to be reliable transit in the northeast, both to connect the airport to the existing line, and to extend north to address the growing communities.

Traffic & Capacity

Some participants expressed concerns about how the Blue Line extension might affect traffic and train capacity. Comments focused on the potential for increased congestion, especially during construction and around key intersections like Saddletowne, 88 Avenue NE, 60 Street, and Saddleshorn Drive. Others worried that extending the line could lead to more people using the train, which might increase travel times or cause overcrowding on the system.

Verbatim Comments

Traffic in this area is extremely congested already. Adding an additional barrier without addressing traffic flow would create further risk. This is the only acces in about of these communities and the future access to new neighborhood to the east of us.

The level train crossing of the C-Train at the Saddleridge Circle already causes significant traffic backup. Doing the same at 88th would severely inhibit traffic flow. The train should go under 88th.

Extending Blue Line LRT may actually lead to increased travel times for regular passengers; The current bus transportation system already provides convenient

service for people commuting between various areas, making the extension unnecessary at this time

How would you prefer to access the proposed LRT station at 88th Ave NE?

Most participants indicated that they would prefer to access the stations by bus, followed by park & ride and walking options. A smaller number of participants selected accessing by pick up and drop off followed by wheel, including bicycle, wheelchair, scooter, etc., and the “other”. Participants that selected “other” mostly indicated that they would not likely use the station.

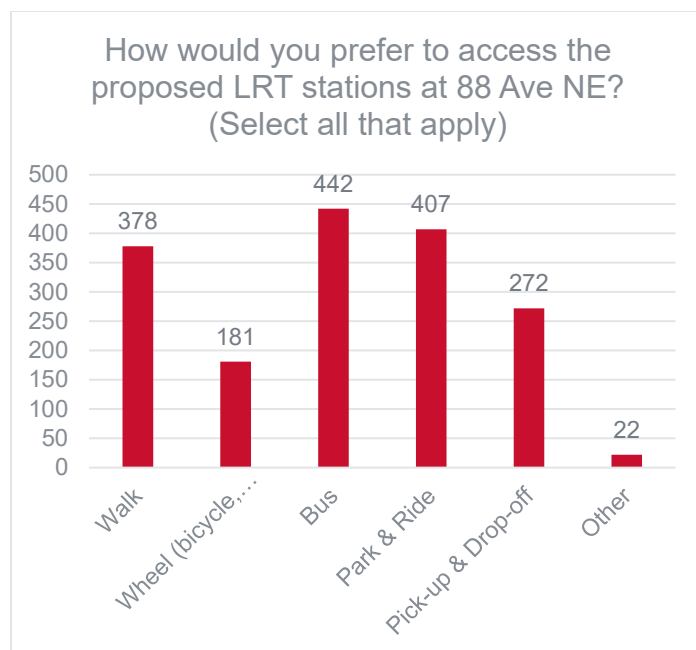


Figure 3 Preference for accessing the stations

These are the design features we're looking at to help you feel safer at transit stations: Clear visibility and sightlines in station areas; Appropriate lighting; Clear signage and wayfinding; Emergency call buttons; and CCTV coverage.

Is there anything we've missed or other considerations?

Many respondents restated the options presented in the questions, highlighting their importance. Feedback focused on several key themes, including safety around the station, through effective planning, barriers, and traffic safety, accessibility by car through parking and park & ride options, design features and amenities that improve the station experience, and station support and safety, such as cleanliness, customer services, and increased security.

Safety around the station

Many participants emphasized the importance of thoughtful design to make the station area feel safe. Suggestions included improving walkability, adding clear pathways, and ensuring open sightlines and multiple access points. Some also recommended barriers or gates to separate people from train tracks and bus loops. Traffic safety was another concern, with calls for well-marked pedestrian crossings, traffic calming measures, pedestrian lights, and even pedestrian bridges to help everyone navigate the area safely.

Verbatim Comments

It should be clearly visible and not blocking the traffic using barriers as they are used on the metis trail/36 st ne, the transit should be on a flyover or through an underpass without blocking the intersection of 60st and 88 ave

It should be well access to all points and should not have any hidden corner which create more crime

"Consider better safety gates at train crossing. Gates at train crossing at saddletowne station are not good. Lot of times gate springs are broken and gates stays open when train is coming. Gates doesn't have soft closures. Hit people many times"

Good visible crosswalks as the station can get busy and be overwhelming as there's so many people walking while the buses are driving out or inside the station. Good shelters with heating/call buttons.

There should be enough parking space and design should ensure smooth traffic (in and out) without traffic jam. Saddletowne circle is not very well designed, creating difficulties for traffic and busses during peak

hour. 60 st is already very busy. 88 Ave and 60 st intersection should be well planned to avoid traffic nightmare. There is always long line ups on the 60th street and 80th ave intersection as well as at 68th and 96th Ave intersection.

Design features and amenities

Participants shared ideas for features that would make the station more comfortable, welcoming, and accessible. Many suggested amenities such as public washrooms, garbage bins, water fountains, benches, elevators or lifts, multilingual signage, and audio announcements. Others mentioned design elements like trees and greenery, accessible platforms, heated and enclosed shelters, public art, and tactile or rubber flooring. Some also expressed support for a ticketed access system to improve safety and station management.

Verbatim Comments

Turnstiles should be added - ticket booths should be installed pre-turnstiles. Infrastructure for winter should also be added including larger shelters and covers - it should not be left open to the elements.

Accessible to all wheelchair, stroller, bikers. Toilet must. Ticket vending machine. Sheds for wait.

Signage in different languages. Electronic boards telling us when the next train will be arriving or incidents – delays. Think about accessibility for all.

Beautiful/eye-catching design of station that represent the blue sky city. This will be on Airport trail and will be seen by a lot of people visiting our city.

Accessibility by car

Some participants emphasized the need for the station to be easy to access by car. They suggested providing plenty of parking, as well as clearly designated areas for pick-up and drop-off to support those who may not live within walking distance or rely on being driven to the station.

Verbatim Comments

Lots of parking space is required. This is a densely populated area and may cause more issues in the future if considerable amount of parking space is not provided. Also, proper fencing around the tracks all along 60 street should be mandatory from the safety perspective.

Pickup and drop off stations are must as this has been huge issue at Saddletown station at present, also more parking slots are required

Station support and safety

Participants emphasized the importance of supports at the station that enhance feelings of safety. Key priorities included having retail options and rider support available at stations, maintaining high standards of cleanliness and regular maintenance, and increasing security

presence through more visible police or security personnel to ensure passenger safety.

Verbatim Comments

One additional consideration could be ensuring regular security patrols or a visible security presence, especially during late-night hours. Also, safe waiting areas, like covered shelters with seating, could improve safety and comfort for passengers, particularly in less busy times.

Better security and lighting with cameras. This will be a pivotal station that will have access to the airport. Many people traveling to the airport or from the airport will carry valuable items on the train. More chances of robberies of this reason alone.

Adjacent amenities / integrated shops can provide a constant presence that may discourage undesirable behavior

- Indoor areas so that it is safe to wait for buses or the train during the deep winter cold

- Retail kiosks: staff that are always on sight with the added convenience of retail and making things feel more welcoming (ex. Davies Station or Southgate Station in Edmonton)

- Making it easier to clean, and making cleaning more regular



Tell us about your experiences on the Blue Line LRT. What do you like about the stations, and what could be better?

When asked about their experiences on the Blue Line, many participants shared a mix of positive feedback and suggestions for improvement. Some riders described the service as safe, reliable, and accessible. Others raised concerns and ideas related to safety and security, reliability and overcrowding, and the need for future expansion. Additional feedback focused on how well stations connect to other travel options, station design and amenities, and the importance of regular cleaning and maintenance.

Access and connection

Many respondents highlighted access and connections as a key theme. They appreciated the accessibility of some stations, especially how stations connect to bus routes and pathways, but also raised concerns about planning around stations, including the distance to stations from retail and residential areas, pedestrian crossings or bridges, and safety around bus loops and traffic that impact the ability to access the stations safely. Access by car was another important topic, with comments on the availability and convenience of park & ride facilities, as well as pick-up and drop-off areas.

Verbatim Comments

What I like about the blue line is how easy and straightforward the routes are for each station. A way to improve the stations going forward from McKnight onwards to the end of line would be parking. The city is growing especially in the suburbs and people sometimes would want to save money by parking to a nearby station and take transit but due to limited parkings, this is not happening.

Most of the stations have good protection against the elements, and are close to points of interest. I would maybe allow for amenities on-site, and avoid some awkward transitions to the neighbouring area like the Bridgeland/Memorial overpass. It should be easy to reach the station by bike and on foot. Art could also be installed in the stations (see the Moscow metro system)

Like: stations that are well integrated with walking and bus connections, like Lions Park or the downtown stations. Doesn't work well: layouts like Bridgeland that make you walk a long way to exit the station or Sirocco that make you cross two roads that don't prioritize pedestrians. Bus connections should be a primary

consideration, not something you miss because the architecture won't let you walk as the crow flies.

Station Amenities and Design

Respondents shared their thoughts on station design, emphasizing the importance of amenities such as heaters, shelters, seating, water fountains, retail options, washrooms, charging stations, lighting, signage, screens, and ticket machines. Accessibility features like elevators, ramps, and accommodations for bikes and strollers were also highlighted. Many commented on functional design elements, including station size, platform layout, and station placement. Aesthetic considerations were also mentioned, reflecting the desire for stations that are visually appealing and welcoming.

Verbatim Comments

As a rider on the Blue Line LRT, I appreciate the convenience and affordability it offers. The stations are generally clean, and the accessibility features like ramps and elevators are helpful, especially for families or seniors. I also like that many stations are connected to key destinations and have heated shelters during winter. However, there are areas that could be improved. Some stations feel isolated or poorly lit, especially in the evenings, which can make them feel unsafe. Real-time updates are sometimes inaccurate or missing. More frequent service during peak hours, better signage, and increased security presence would greatly improve the experience. Reliable, safe, and user-friendly stations are essential for encouraging more people especially families to use transit regularly.

accessibility - not having stairs as escalators and elevators always seem to be broken as existing stations. wider platforms - when both trains arrive at same time the congestion on the platforms is very high and so many obstacles from signs to garbage cans to shelters

and benches - need better planning of those items to have more effective walkways for the volume of people during peak times.

I think the big bulky stations on the current blue line do not work well as they are not accessible friendly and take up so much unneeded space also, they look very ugly and like an eyesore. I do however like the more minimal stations farther north as they have way better sightlines, and they are at grade which makes it more accessible friendly.

Reliability and capacity

Respondents expressed concerns about reliability and capacity on the Blue Line. Many highlighted the need to add a fourth car to reduce overcrowding during peak times. Operational improvements were also mentioned, including upgrading older trains, introducing express service options, increasing service frequency, and enhancing overall reliability.

Verbatim Comments

I think there should definitely be more carts during rush hour because the trains can get quite crowded.

Cleanliness is definitely something that should be worked on as the smell, or appearance has been quite unappealing at times. I would really love to see some more bus connections in the NE stations.

I am a daily rider on the Blue Line train past 15 years. There is a need for increased patrolling on the train, as well as a greater police presence at Marlborough and Franklin stations due to the high number of homeless individuals in these areas. Additionally, it would be helpful to add one more train car during the morning and evening rush hours to accommodate the large number of passengers. I often see people standing due to overcrowding, with no available seats for elderly individuals or children. The seats on the newer trains are also quite small and uncomfortable, which makes commuting difficult, especially for longer journeys.

It is very crowded and packed from the first station itself which is Saddletown LRT. Increasing the frequency would be better.

Safety and security

Safety and security were a concern for respondents who had used the Blue Line. They shared feelings of discomfort or unease at some stations, emphasizing a lack of visible security. Suggestions included increasing the presence of police or peace officers, addressing issues related to unhoused individuals, ensuring bylaw enforcement is applied consistently, especially for people who don't pay the fare and pedestrians that cross the tracks when they are not supposed to.

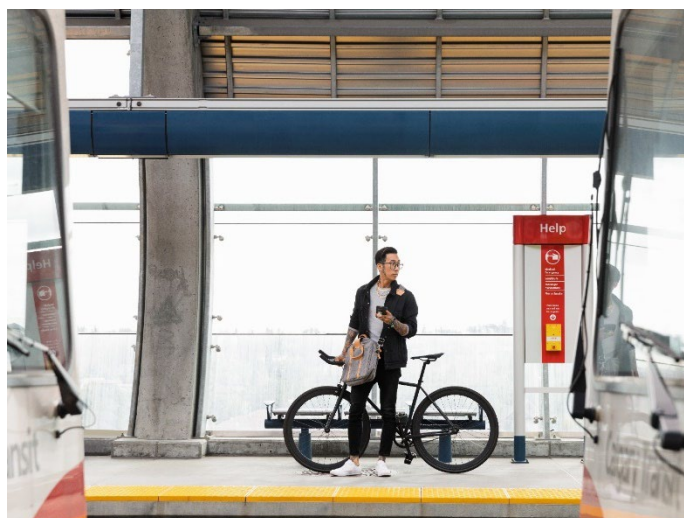
Verbatim Comments

It's way too busy sometimes and it feels less safe to be on that train compared to the red line. There should be more peace officers at the stations like city hall, Marlborough, Rundle.

The Blue Line is convenient and connects important parts of the city. I like that some stations have good lighting and clear signage, which helps with safety and navigation. However, others feel poorly lit or isolated, especially at night. Better maintenance, more visible staff or security, and improved cleanliness would make a big difference.

I don't mind the trains, the stations are fine for the most part but some I feel are often really busy with people trying to get on the train (i.e. Somerset, Anderson) and maybe the trains could be a bit better spaced timewise to prevent this.

More strict rules or laws at train crossings at station.



Cleanliness and maintenance

People shared that keeping stations clean and well-maintained is important to their experience. Comments included concerns about broken escalators, snow and ice not being cleared, overflowing garbage bins, and bird nests or bad smells around the stations. Many felt that regular upkeep of both the station and the surrounding area would make the space feel safer and more welcoming.

Verbatim Comments

The surrounding area is not maintained by the city. The grass is never cut, garbage all over. Snow removal is slow.

A lot of the northeast stations need upgrades to makes them cleaner and more welcoming. They should be both pleasent and functional

Maintenance of the blue line station because right now some of the enclosed are in the station are dirty and smell so bad.

Blue Line Expansion

Some participants said the Blue Line should be expanded further north to better serve growing communities. Participants specifically mentioned wanting the line expanded to Skyview, Redstone, Cornerstone, Country Hills, and near the airport. Others shared that more transit options are

needed in the northeast part of the city to improve access and make it easier for people to get around.

Verbatim Comments

Saddletowne station's most ridership are those from the upper northeast which are skyview, cityscape, redstone and cornerstone. These is a problem because it implies the need for access of the blue line in those communities. The added bus trip costs riders alot of time especially those in cornerstone and redstone. Adding or extending the line further for those communities will increase ridership by alot and will also reduce the need to car due to the access to a station near their homes. The upper northeast is transit-deprived. Those who are taking the bus combined with a train to downtown takes around an hour which is just not ideal if you are commuting to work or to school such as sait or university of calgary.

extension for LRT in NE area is long overdue. I am bit disppointed that it's only adding 1 km and a station after a long wait. IT should at least extend until countryhills Blvd for a better connection for communities like Cornerstone, Redstone and Cityscape. Connectivity from Bus from Comerstone area to saddletowne station is helpful but not great. Takes too long to reach the station from Bus# 136

Over the last few years, the city grows wildly specially Savanna, cornerstone, Skyview and red stone. We ungently need to expand the line. And the line need to connect with the airport.

Rank the following from most important (1) to least important (5) when thinking about how the Blue Line LRT is built in your community:

Participants ranked their priorities for the proposed stations on a scale from 1 to 5, with lower numbers indicating higher priority. Based on their feedback, the top priorities were:

1. Minimizing impacts on traffic
2. Providing bus connections.
3. Including station amenities (bike storage, seating, parking, etc.)
4. Providing Calgary pathway and bikeway network access.
5. Keeping construction costs low.

Rank the following from most important (1) to least important (5) when thinking about how the Blue Line LRT is built in your community:

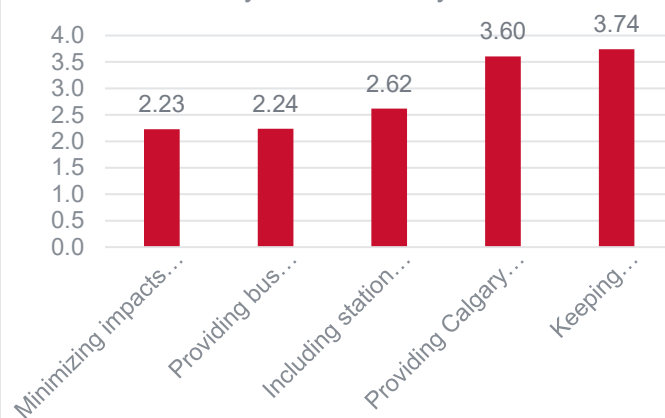


Figure 4 Station priorities



Do you currently use the Blue Line?

The majority of participants responded that they currently use the Blue Line, with a smaller number indicating that they do not.

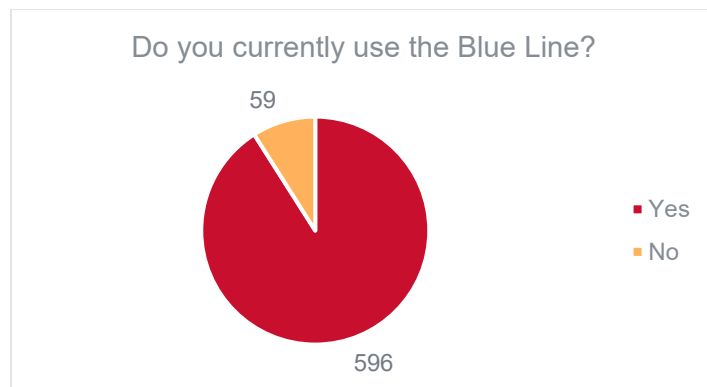


Figure 5 Blue Line Usage

How often do you use the Blue Line LRT?

Approximately half of the participants use the Blue Line LRT daily, while fewer use it weekly or occasionally (monthly or a few times a year). Even fewer reported never using it.

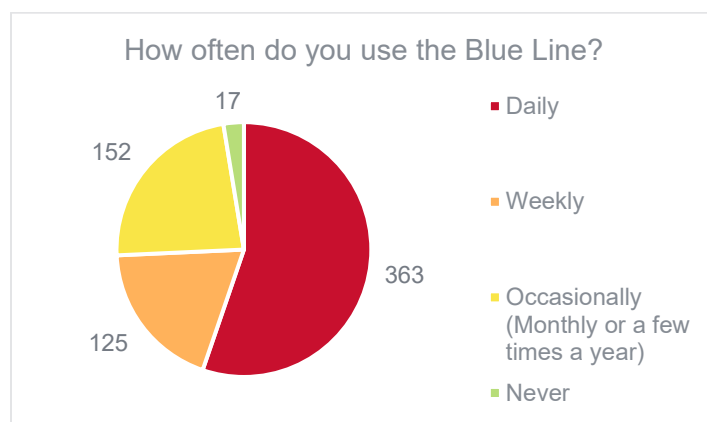


Figure 6 Usage frequency

What is your primary reason for using the Blue Line LRT? (Select all that apply)

Participants use the Blue Line LRT for a variety of reasons, with commuting to work being the most common. Many also rely on the train for recreational or leisure travel, followed by commuting to school, running errands or shopping and visiting friends and family. A smaller number of participants mentioned other reasons, such as traveling downtown, attending events at the Saddledome or Stampede, going to appointments, the airport, and religious activities.

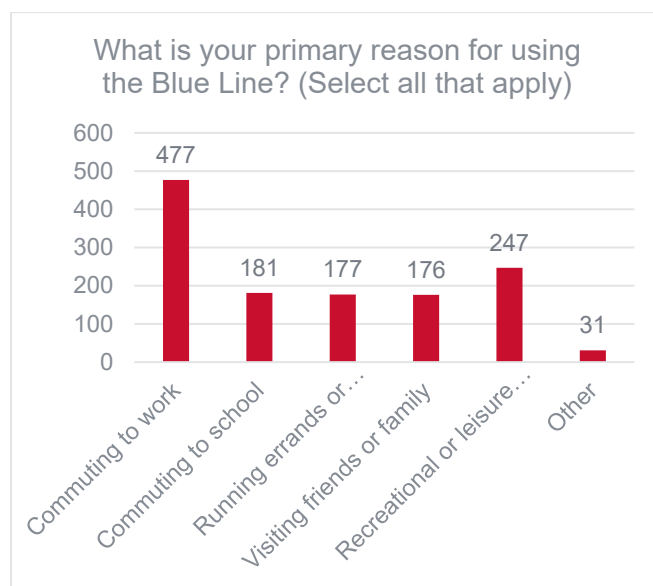


Figure 7 Reasons for usage.

Do you have any additional comments that would assist the project team in developing the functional plan for the Blue Line LRT Northeast Extension?

Respondents shared a variety of important insights. Key themes included strong support for extending the line further north, with specific communities highlighted as important locations for transit. Participants also emphasized their support, as well as the need to build the extension quickly to keep pace with growth. Accessibility through well-connected pathways and bus routes was seen as essential, alongside important safety considerations. Lastly, concerns about traffic impacts on already congested roads were raised.

Further extension north

Some participants used this question to emphasize the need to extend the Blue Line further north. They highlighted the importance of planning for future growth and improving transit access in the northeast. Specific suggestions included expanding the line to serve communities like Redstone, Cornerstone, and Country Hills, as well as providing a connection to the airport.

Verbatim Comments

I support the extension but just don't support the building of a station so close to an already existing one.

It is critical that the blue line LRT be expanded up to the communities of Redstone and Skyview Ranch. These are rapidly growing heavily populated areas that desperately need LRT. A one station expansion north of saddle town is not enough to meet the needs of this community in the deep northeast of Calgary.

You're putting in the effort to plan, design, and mobilize a complex workforce. Please just complete the line all the way to 128 Ave or even Stonegate. It would make sense to leave some stations out especially considering that stations are often separate contracts. But please complete the line, otherwise completing this line would take decades. NE communities are young people building their lives. They need good reliable transit today,

not 20 years from now. Having a station on 128 Ave is going to infuse life into the area and morning commutes will be so much better. The single lane being added to the Deerfoot would go a longer way too as you'll notice considerable reduction in traffic from the far NE communities.

Support for extension

Some participants said they support the Blue Line Extension and are eager to see it move forward. They emphasized the need to build it as quickly as possible to keep up with growth in the northeast and to provide better, more accessible transit options sooner rather than later.

Verbatim Comments

Please prioritize timely construction, minimize disruption to local communities, and ensure strong integration with bus routes and future Airport Line plans. Community input and regular updates will help maintain public trust and support throughout the project.

Thanks for doing it and NE is expanding with full speed so we need this a big LRT station in Calgary with all latest equipments and facilities.

Would just say, this is much required extension and I support the spending of funding for the meaningful projects like this one. Please complete it sooner than later and there is a lot of population that would benefit from this and also it will increase city's revenue.



Bus and pathway connections

Respondents also highlighted the importance of making the Blue Line Extension easy to access through well-planned pathways and bus connections, and accessible design considerations. They stressed that safe and convenient links between stations, bus routes, and walking or biking paths are essential to encourage more people to use transit.

Verbatim Comments

Please design one stop accessibility from bus to train and vice versa. For example, currently at Saddletown station, buses stops at both side of the train tracks. When people get off the bus they need to cross the train tracks to access the train and same from train to the bus. Having one open stop like Macknight station is better and safer I feel.

Traffic and overall road development in the area should be very important. Elevated bridges or multiple lanes and a heavy footpath.

Ensuring new bus routes can be added in to the existing infrastructure for developing communities (such as homestead, cityscape, cornerstone), creation of bicycle paths and walkways to and from nearby communities to the station, specified turning lanes and parking for the LRT parking (rational size to marginalize congestion on nearby business parkades).

Safety considerations

Safety was a key concern for many respondents. They mentioned the need to address issues related to unhoused individuals at stations, the importance of physical barriers and ticketed access to control entry, and overall community safety. These measures are seen as important to help all riders feel secure when using the Blue Line.

Verbatim Comments

The general 'safety' feeling has diminished over the years. I've been taking the Blue Line since McKnight opened in 2007. While I don't feel I am in danger per se I find the 'non-destination' people much more prevalent in recent years both on the platforms and in the trains. It would be nice to see a touch more enforcement. I rarely see any enforcement more than once or twice in a given month at most.

If you're extending the train line, please ensure that it doesn't bring crime to our neighborhood. It must not hinder it has to be a project that helps.

Transit should now implement the closed platform access through proof of transfer or pass scan only entrance. So it's more secure and safe for genuine riders. That will keep free and troublemaker riders out.

Traffic impacts

Some participants raised concerns about traffic impacts from the Blue Line Extension, noting that key roads like Metis Trail, 60 Street, Airport Trail, 68 Street, and 96 Avenue are already congested. They emphasized the need to carefully plan the project to minimize traffic disruptions and maintain smooth travel for drivers in these areas.

Verbatim comments

We need to improve the road system along 60 street and 96 avenue before building the train. The traffic is incredible. We need both of these thoroughfares to be four lanes.

Please consider the impacts to traffic. The area between 80th Ave and 96th Avenue is already quite dense and traffic moves slow since the only road to get up is 60th street or metis trail, so the train line should not add further traffic to this stretch.

please extend beyond 88 Ave. CityScape, Skyview and Redstone has a large popouation. Metis trail is a traffic blocker. If we will have LRT in skyview/Redstone, we can really reduce the traffic overhead on metis trail.

Next Steps

The feedback gathered through engagement will be used to help inform design decisions for the future Blue Line LRT station at 88th Avenue NE and 60th St NE and shared with relevant business units. Insights from Calgarians will support The City in identifying opportunities and barriers related to access, connectivity, safety, and comfort.

Future information sessions on the project will share details on how the feedback collected through engagement has been considered in the design.



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 1105 contributions to the portal page,

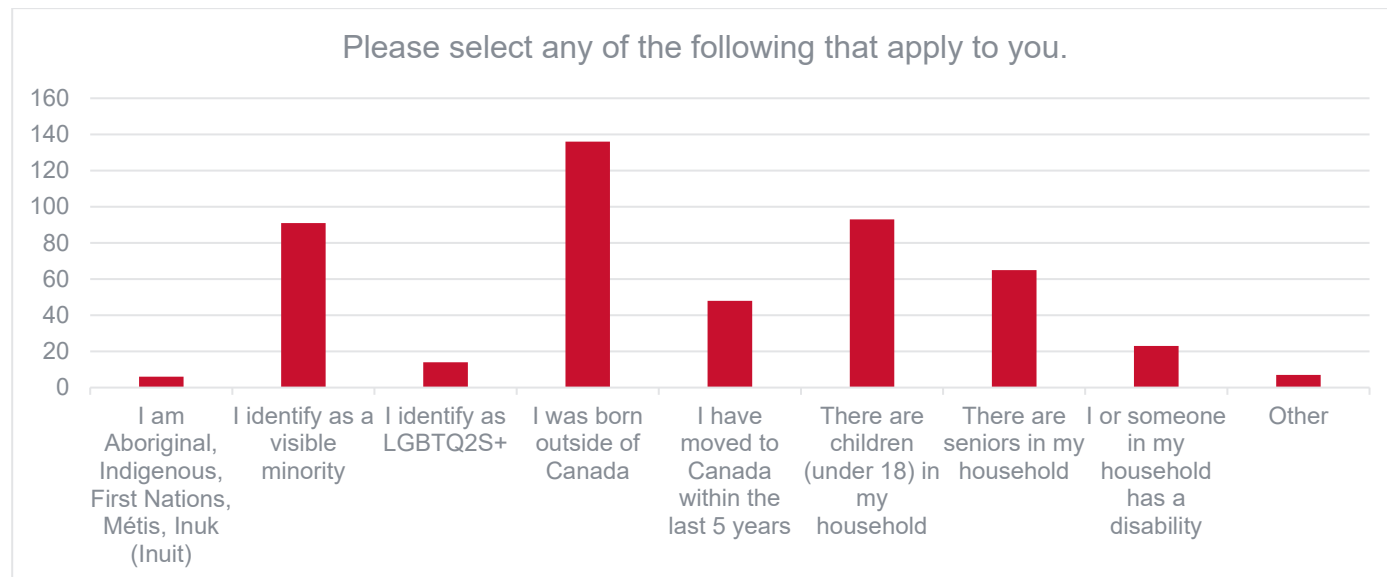


Figure 8 Demographics

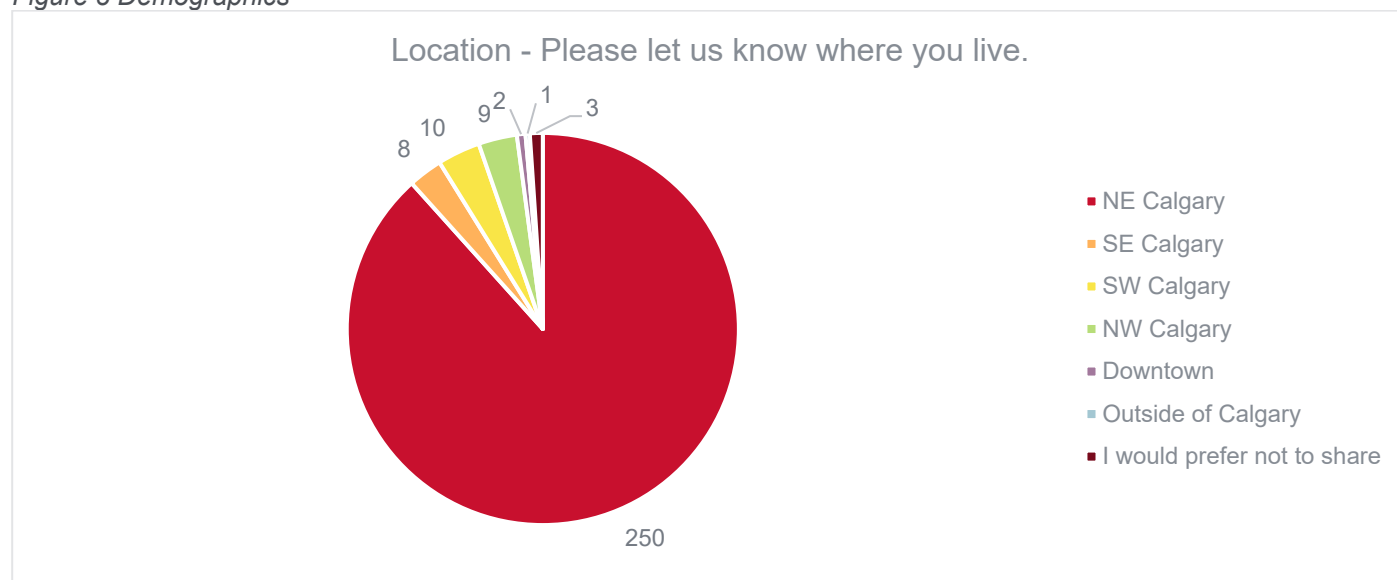


Figure 9 Location

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

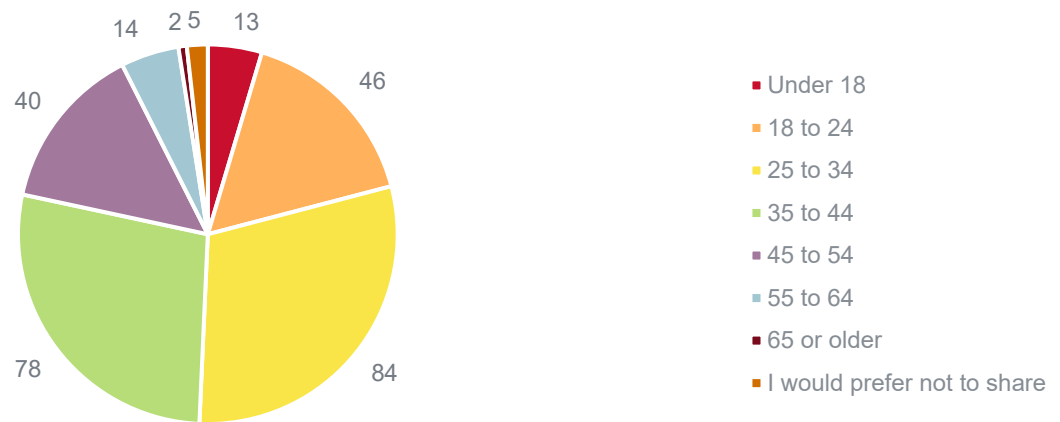


Figure 10 Age

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

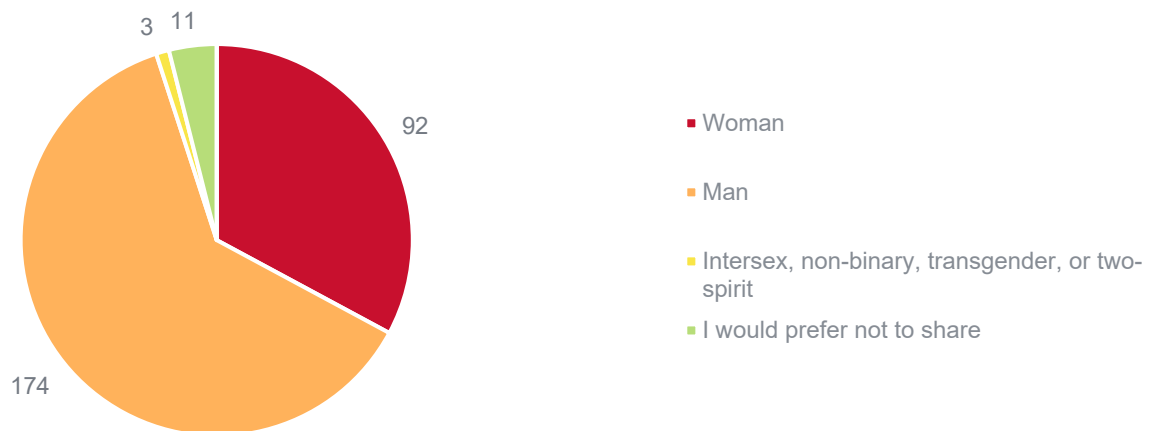


Figure 11 Gender

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

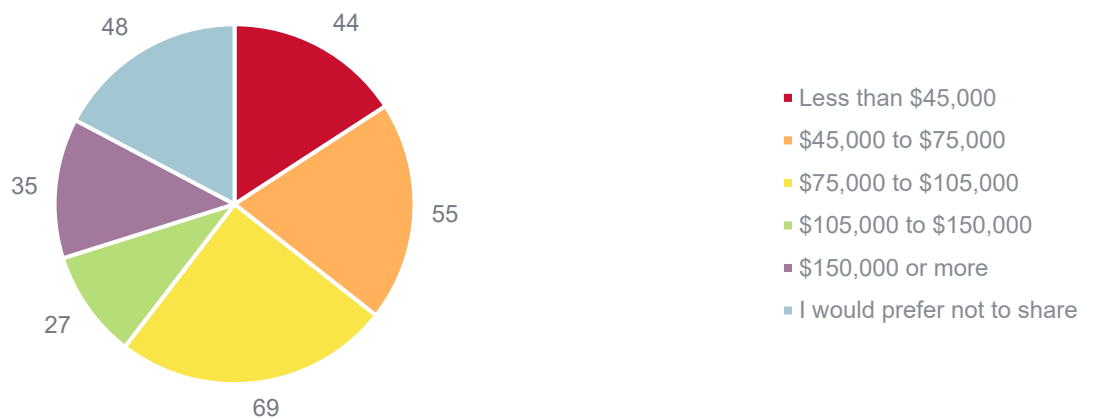


Figure 12 Household Income

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.