



144 Ave N BRT Functional Planning Study Phase 2 – Verbatim comments

July 2025

Appendix 1

Verbatim comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions and replaced with "[redacted]".

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.

In-person Feedback

Open House

Crowfoot Route

- Crowfoot – direct route to LRT from Symons Valley
- Better connections to current amenities and downtown
- Prefer the Crowfoot route, access to High School, library, YMCA, rink, shopping. Closer to LRT to go downtown. Serves our family needs better.
- We live in Livingston so we would prefer the Crowfoot route to the Tuscany as we frequent the Crowfoot shopping areas more often.
- Going to Shane YMCA is generally done for leisure with family on [unintelligible]. Hence Crowfoot please!
- Crowfoot route would work better, nevertheless Ambleton, Sage Meadows Community needs buses that connects to Amenities like Walmart.
- We walk 40-45 mins to Walmart or 20 min to the closest bus stop which is not ideal. Since it's a developed community we need a bus this summer while waiting for the project to connect to LRT.
- Crowfoot, access to shopping.
- Symons Valley and Evanston need reliable local connections to transit hubs.
- Tuscany is not needed, already served by current transit.
- Crowfoot preferred help improve connectivity for local residents.
- We live in Livingston and the Crowfoot Route serves our needs better. I think for a lot of other familie as well. Connects to the TnT, Costco, and the Crowfoot shopping.



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- We live in Carrington, and it is a growing community a lot of families from diverse ethnicities with kids, some of them about to start high school and university so we would like to see the project done soon.
- I live in Glacier Ridge 3 of my kids goes to University of Calgary. Unit you full develop the route pls divert 82 and 115 on 144 Ave (Glacier Ridge entrance). It's big help. Thank you.

Tuscany Route

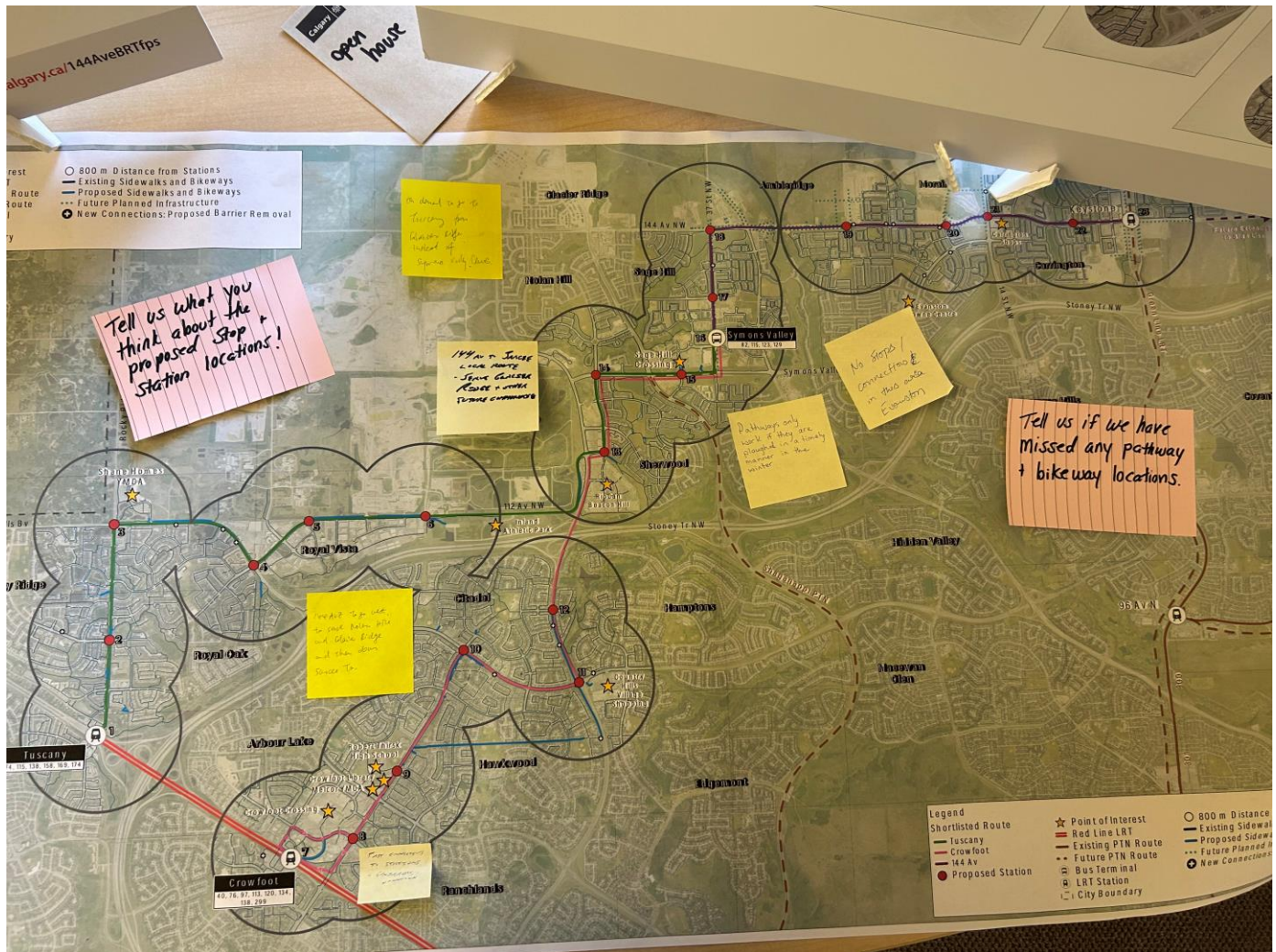
- Tuscany is best to serve new northern communities
- I travel to the downtown core for work and only looking for frequent and fast service. 115 currently goes to Tuscany; commute in the morning could be over 1 hr.
- I like that the route passes through the Sage Hill shopping area, we frequent that library.
- Tuscany station would be better because more room on the train compared to Crowfoot.

Both Routes

- Either routes are good options 😊

Additional comments (stops/stations, pathway and bikeway maps)

- Express bus to DT from north of Stoney trail
- On demand to go to Tuscany from Glacier Ridge instead of Symons Valley Centre
- 144 Ave to Sarcee local route – Sarcee Glacier Ridge to other future communities
- 144 Ave to go west to serve Nolan Hill and Glacier Ridge and then down Sarcee Trail
- No stops/stations in this area of Evanston
- Pathways only work if they are ploughed in a timely manner in the winter
- Fast connections to stations, unnecessary downtown
- BRT parking affecting Symons Valley Park parking lot



Pop- up Events

Crowfoot Library

Tuscany Route

- More people affected/served
- Will serve the new development
- To support growth in the area/those who live in the area

Crowfoot Route

- **Reach more/serve more people**
- Concerned Crowfoot will increase # of people at Crowfoot LRT station



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- Lives in Ranchlands, less bus transfers, make her commute easier, walking distance to # 8 & 9
- Traffic is really busy, doesn't travel along the Tuscany BRT often
- Moving to Sage Hill so this route will benefit them
- Access to more amenities, alleviate parking at Crowfoot Station
- Prefer this line, lives in Arbour Lake, attends Robert Thirsk High school, proximity to crowfoot red line station
- Easier to access library likely destination

Additional comments

- Both routes go in to Sherwood and Kinora to better serve those communities.
- NE-NW connection is important
- Quick connection to airport should be explored
- Supports the project, more direct routes
- Not all buses have bike racks

Shane Homes YMCA

Tuscany Route

- Tuscany is more direct, less lights
- Tuscany to Shane Homes YMCA
- Route more convenient, Crowfoot is congested
- Tuscany due to where she lives
- Tuscany for YMCA
- Tuscany is where he lives
- Tuscany for Shane Homes YMCA access
- Tuscany due to where she lives to go downtown
- Tuscany due to work location
- Locals want faster route to YMCA
- Faster route to LRT
- Possible connection to new soccer facility
- Lives in Royal Vista
- Lives local, most convenient
- Sage Hill to Y for son would be faster
- Live local, connect me to the YMCA quickly
- More frequent from Tuscany LRT to the YMCA
- Will serve more people
- For Royal Oak access
- Tuscany option as that is his destination
- More frequent option for Tuscany resident



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- The Tuscany Route does not have as much transit access so it would be more beneficial for those more Northwest
- Live local, get to the YMCA
- Tuscany is more convenient with more transit options
-

Crowfoot Route

- No development for gravel pits
- Crowfoot to reach Superstore and Church
- Frequent go to Crowfoot Library, SV7 and Superstore
- Crowfoot due to destinations
- Crowfoot shopping access
- Crowfoot access for more people
- Faster way to get to the station
- Crowfoot commercial area is busy and not as well connected
- Friends live in Sherwood, would like to access jobs on Crowfoot
- Choosing btwn 2? Which is better connection to the 36.
- In between nose hill drive could be just 1 more stop for convenience.
- Crowfoot friends in Arbour Lake and Parks
- Crowfoot route please! Thanks!!
- Serves northern communities – faster to red line
- Lives in Citadel can more quickly access LRT.
- Crowfoot is more convenient as Tuscany is well served
- Crowfoot option due to Crowfoot commercial area

Vivo for Healthier Generations

Crowfoot Route

- Crowfoot option would be better for me to get to Crowfoot area for work also more direct
- Serves more people, more destinations, more points of interest along Crowfoot Route
- Easy for Crowfoot Library employees to access, working in this area

Tuscany Route

- Tuscany will be better than Crowfoot as Crowfoot is already busy
- Tuscany would be better b/c daughter plays soccer in the area and would be easier to get there



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Online Feedback Form

Tell us what you think about the Tuscany Route option. What do you like about it? Do you see any challenges with the proposed route?

- Tuscany station is the first station in red line LRT. Tuscany route is the best option. Modification possible on route: country hills to sarcee trails directly not through 112 Avenue NW
- It does connect residential to retail in Royal Oak and Beacon Hill. However, this route doesn't serve the middle and high school communities very well.
- One challenge will be the intersection of Rocky Ridge Road and Country Hills Boulevard. The left turning lane (from West bound Country Hills onto South Rocky Ridge Rd) backs up traffic frequently during rush out. A second turning lane or extended turning lane may be needed.
- Tuscany route from Tuscany LRT. Tuscany is the last station in red line.
- I like the Tuscany route it's the best route. It can be extended to airport and blue line.
- I would use the Tuscany option to go to Beacon Hill shopping area, for medical appointments, and to go further to sage Hill hopefully it goes to the T&T shopping and to stores in there.
- The Tuscany route option is a good development as it will ease mobility issues.
- The Tuscany Route seems like a good option; I observe there is always moderate to high commuter ridership levels on the Route 115, both heading towards Tuscany Station in the a.m. and departing from Tuscany Station in the p.m.
- Please make it go all the way up to glacier ridge
- We need a bus near ambleton area, new community lots of people but no bus
- As a rapidly growing community, Sage Hill will be home to hundreds, even thousands, of residents. And as a resident of Sage Hill Retirement Residences, I can't drive and the ability to easily access transit is imperative to get to doctor appointments and shopping centres. While I do utilize the Access Calgary services, many here do not qualify. Linking the existing bus service along Sage Hill Gate NW to a central station would provide an essential service many need.
- The Tuscany route option does not serve a large population base, so the potential ridership is low.
- I think this is an excellent idea! Given that these communities are getting larger and larger, and potentially are going to grow, it would also be wise to consider one or two park-and-ride stations where people can just park their car and take transit from there that would help to decrease the traffic and also just help people who don't have a vehicles.
- I like and prefer this route because less stops, stops at TNT, near Costco and goes to the Tuscany Redline LRT
- There should be a stop closer to the Inland Park entrance, as this will make it more useful for families that are attending a sporting event but don't have a vehicle. The current stop west of the park is too far to walk. I like the fairly direct route to the Tuscany LRT station while stopping only on major places of interest like the YMCA and shopping centers.
- Don't spend the money
- No challenge, From my standpoint it will be a very great infra upgrade for NW people

- Buses Tuscan route especially route 115 very tight on schedule it's always late. Need to add more time on there and better service
- The section along 112 Ave NW might not serve a considerable number of passengers as it is surrounded by the landfill and car dealerships, which are not key destinations of transit passengers. Additionally, areas surrounding Tuscan are mainly made of residential land uses and have literally no service provided or destinations where transit passengers can run errands. They probably need to connect with the CTrain and head to Crowfoot to satisfy their needs, which adds an additional transfer and is not convenient for passengers.
- Only one comment, this route goes through 112 Ave NW which does not have any residential density. And from Country Hills/112 Ave there are already other services to go to Tuscan station.
- It would be great because it has higher hills & valleys. No, I don't think I did.
- Unable to access stop at Sage Hill crossing from Evanston. Unless this bus travels directly through Evanston, there is little chance I would attempt to use this route. Tuscan route provides access to Royal Vista. Prefer Tuscan route over Crowfoot route, but there should still be improved opportunities to give access to Crowfoot. It's unfortunate that the 144 Ave BRT planning is being done as a plan for one single isolated route. Without providing a comprehensive plan of all other routes and frequencies for the northern communities, these single route concepts are failing to achieve the needs for a transit SYSTEM in the north.
- Shaganappi route is preferred for 144 Ave and Livingston. Tuscan route will be longer for travel
- I like it
- Assuming this would be an adaptation of what's currently 115 but cut in half, it is a useful route in the sense that I have personally used the 115 route in this length a couple times (Tuscan to Sage Hill) but when I did I lived right off of the main road. This won't be useful at all if you live deeper into those Nolan Hill, Sage Hill, Sherwood, etc. communities. Also wondering if we really need this? I am assuming this could be so that the 115 can just stop at Symons Valley and service the North Pointe/Evanston area better? Not sure, would love to hear back about that. Anyways, it's great that it connects Symons Valley station to the LRT and I assume this would benefit those using the Red Line from downtown and take them back into Sage Hill, but it only really captures the edges of those communities. If you live deeper into Nolan Hill, Sage Hill, Kincora, or Sherwood, it won't do much for you as you would have to drive INTO Symons Valley/that Walmart area or, take the 82 from Nolan Hill into Symons Valley first before even getting onto this route. But at that point you would just stay on the 82 and go to Brentwood because why get off and do 3 transfers (82, then this Tuscan route, then LRT when the 82 just drops you off straight at Brentwood LRT). This also does not seem to be of much value when it comes to 144 Ave itself. For a bit of context as to my opinions, and although this is anonymous, I will voluntarily say that I live in Glacier Ridge and have previously lived in Sherwood and Livingston (all new communities that are close to 144 Ave). The value in this is that it hits the LRT station, but the stops are all on major road points that are hard for people that live WITHIN the communities of Sherwood, Kincora, Sage Hill, Royal Oak, etc. to get to. This in the winter sounds awful, to be blunt from the standpoint of say, someone who lives deeper north into Sage Hill. There's also a school in the middle of Sherwood and those kids won't be able to use this

since it doesn't travel through them (say if they want to hit the YMCA after class). Again, this option connects the edges of Sage Hill, Nolan Hill, Sherwood, and Kincora, Royal Oak but it won't do much for people who live deeper into those communities. This will also not be used by people closer to 144 Ave as Glacier Ridge and the edges of Sage Hill and Nolan Hill because this line is too deep into south Sage Hill. Using this would force those Calgarians to drive into Symons Valley first then use this route. But if we're all driving into Symons Valley eventually, (probably a future consideration out of context) it'd be great to have something like North Pointe's 301. I digress, but anyway this is great that it hits Tuscany. But the main challenge I see is you're forcing all those Calgarians around the Symons Valley area to trek all the way to that main hub especially in the winter. I will say one of the best routes is the 82 because it services Nolan Hill VERY WELL and then goes straight to the university and straight to the LRT line and this route should take notes from that.

- All the traffic ate good the only thing is the bus 115 very lata sometimes recalculate the time never arrive on time and take so much time to arrive to the station
- A major bus line here would help to reduce the crowding on the 115 bus that serves a very large portion of commuters. It also would serve 169 and 158 riders who use the bus to get up the hill and then get off. I have lived in both rocky ridge and royal oak, and have used the 169, 158, 115 as ways to avoid walking up the hill. This would be a really good option for people living in the community.
- Direct access to YMCA
- I like that this route best as it goes by the YMCA. Challenge will be the business of the 112 Ave - Country Hills intersection as it's already very busy.
- It's a good initiative, pls also start an express from Carrington to downtown. Pls also request Jasmin Mian to listen to constituents as she will be undergoing elections soon. Also request her to show her presence in the constituency, we never saw her after the voting day
- at least make it go to the ymca? and are u al seriously just going to copy and paste the 115 route.
- Fast and no challenges to get anywhere very good
- I like that connects to YMCA, Royal Vista centre and Beacon Hill. The only challenge I see is that its farther to connect to the Red Line LRT
- It would be nice to have a rapid transit option from Carrington/Keystone Terminal to University station during certain time of day. Ideally Carrington to Foundations for the Future Charter Academy, North High School Campus in Bowness.
- Too many stops in Tuscany. For people that get on farther east and are trying to get to Crowfoot LRT, it adds too much time.
- As someone who lives near, but not on, either route, I appreciate that the Tuscany Route connects to activity centres like the YMCA and Royal Vista. While I would say that overall there aren't many destinations right now, specifically residential areas, there is potential for future mixed-use activity centres to be built in the future.
- I like this route as it connects to other communities and provides a means to get downtown via c-train.

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- I like the Tuscany route option as it passes by major recreational centres like the YMCA Rocky Ridge. However, I see challenges: It takes a long time to get to Tuscany, and it can be difficult during wintertime.
- This route looks good, and I like that it takes you to the major shopping centre at Royal Vista.
- The route seems like it makes sense but I don't see many access points from Kincora.
- I think the team has tried to take a shortcut. Other communities have got BRT lines which directly connect to downtown in less than 30 minutes. For us, instead of connecting to downtown, you are going through areas (Tuscany, Royal Ridge), which already have connectivity to LRT and stops and asking us to spend hour + reaching downtown. Further there is only one or two stops in areas which are most disconnected, eg. Evanston, Kincora, Sage hill, but there are stops in already connected communities like Royal Oak, Tuscany etc. They already have bus services they can use. We don't. If you can't connect to downtown, we should have more coverage in Noeth community of Evanston, Kincora, Sage hill, Nolan hill, and then direct stops at Crowfoot or Tuscany station without any other stops, with a maximum travel time of 15-20 minutes, else it will take 90 minutes plus, same as existing and transfers to reach downtown
- It would be amazing to have a more direct route. I still have my fingers-crossed the green line will get finished someday as well, because this new route and that combined would save so many people time as well as make the roads safer, as they are getting dangerously busy within Royal Oak.
- Bring 301 to 144ave is more urgent than this route!!!!!!!
- As a resident of the Ambleton community, I strongly support the Tuscany Route option for the proposed bus service along 144 Avenue NW. This route presents significant advantages for our growing community, and I believe it will serve the needs of residents more effectively than other alternatives. What I Like About the Tuscany Route Option: Direct Access to Tuscany LRT Station: This route would give residents a faster and more seamless connection to the LRT network. Tuscany Station is a well-used and established hub, making it convenient for commuters heading downtown or across the city. Faster Travel Times: Compared to indirect or looped routes, the Tuscany option offers a more straightforward journey for riders, reducing transfer times and making transit more appealing. Increased Accessibility for Families and Seniors: Many families and older adults in Ambleton rely on reliable public transit. A direct link to Tuscany ensures they can access medical, educational, and recreational services more easily. Supports Community Growth: As Ambleton continues to develop, having a direct and efficient route to a major transit node is vital to keeping pace with demand and supporting sustainable transportation habits. Potential Challenges and Considerations: Traffic Volume on 144 Avenue: With increasing residential and transit traffic, it will be important for the City to plan for appropriate road infrastructure, bus priority measures, and safe pedestrian crossings. Adequate Service Frequency: To maximize the benefits of this route, especially during peak hours, I encourage the City to ensure frequent and reliable service that accommodates both commuters and casual riders especially traffic light around No fries grocery store in Carrington. In summary, the Tuscany Route is the most practical and future-ready option for our community. I urge the City of Calgary to prioritize this route to better integrate Ambleton with the

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rest of the city and support the evolving needs of residents. Thank you for the opportunity to provide feedback. Sincerely, [redacted] Resident, Ambleton Community"

- A very good option to connect people in NW with LRT.. however, the route can be extended till 144 avenue to support people in ambleton, Symons Valley etc who currently struggle with public transport facilities.
- Please add one stop at Evanston Hill and Ambleside Drive, this will help the commuters from both Evanston and Ambleton. [redacted]
- The Tuscany Route would connect many communities, however for people using the BRT to commute, it doesn't seem as efficient as the alternate route. Considering that the most regular ridership could be from commuting, the other route would be better in my opinion.
- Please add this route! For me personally it would make my life so much better. But I think it is also important to serve the communities near Tuscany station. People don't take transit in these communities because the access, availability, and reliability of the current routes are terrible. Why would you take the bus when you never know when it will arrive and busses are 30 min - 1h apart? If there's a more reliable and regular route, it would give everyone in royal oak and rocky ridge access to the ctrain station.
- Like: It connects Shane Homes YMCA, major employment centers (Beacon Hills, Sage Hill Crossing) with the existing C-Train. Dislike: The terminal at Symons Valley Transit Centre requires additional BRT or continuation to the east to North Pointe, Livingston, to be more effective. Also, a BRT from Symons Valley to downtown or Brentwood to replace Route 82 is required. Overall: Like.
- A challenge I see is that the majority of the route takes 112Ave by the landfill, where the ridership may be lower and destinations may not be as valuable for riders. There is the potential for further community growth on other areas of the proposed route which would be valuable.
- I think the proposed route looks great. I will go for it.
- I don't like how Residential areas are built open to public area and big traffic roads,(along country hills blvd at royal oak community, shaganappi trail and 144ave, shaganappi trails and symons valley road etc without soundbarrieres, but just wired fence or wooden panels). Especially the royal oak area intersections, it is heavy traffic and full of heavy duty trucks (la garage, constructions, all crazy divers from other areas to go to YMCA, Business district area. It is tremendous stress whenever I am visiting gmy parent who is residing in Royal Oak I don't feel safe anymore living in Calgary, I don't like how residential areas being built too close to the busy and big roads, I just don't like City of Calgary's planning the city. There is another construction going on on the country hills blvd beside Royal Bank across from the royal oak. And the roads will be even busier and heavier Especially when there is no exiting roads at the end of country hills (it is a route to rocky ridge community. I am not happy how Calgary is constructing and building city. I have been living in Calgary for 30years but living in Calgary is not satisfactory and planning to leave the city within a year.
- I believe that the Tuscany route is the better of the two. Being on the outskirts of the city, Tuscany doesn't have many option to travel to other parts of the city reliably and quickly (the train helps but it only goes in one direction). I believe that by linking Tuscany station with the 144ave corridor it could vastly open up more possibilities for economic and recreational travel. Though the proposed route is



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lacking in surrounding housing, I surmise that the housing will follow the transit route, making the area even more lively.

- I love all the stops and route
- The c train to the airport is more desirable
- Prefer this route would be great to be able to take this to catch the train.
- Looks good but does not go by Citadel where I live.
- I take the red line from the University Station to Tuscany every day. It would be a lot more helpful if there was a fast version of the 115 because I ride all the way to Carrington. Having a faster bus with less stops (like the 301) would be immensely helpful in shortening my commute to and from the university.
- The current 115 route could be converted to the Tuscany route. The Tuscany route serves more developing communities that don't have access to as many buses, libraries, schools, and more. Which will be better for the long term
- This routing looks ideal for hitting important destinations (mainly Royal Oak and Beacon Hill malls) while still being fast
- Mostly overlapping with existing route 115.
- I think it should be BRT or Max from Tuscany station to North pointe. Or may be a regular route going inside Carrington before reaching North points
- Hello Requests for 144 Avenue N BRT to connect to Downtown and Mount Royal University. Start asap please for the new community. Thanks
- This route provides new options though Royal Oak, but does not serve many major activity corridors. I think this route is less desirable for the majority of individuals in this area aside from Royal Oak and Tuscany.
- We gave to reconsider and 100% implement the original plan of having green line KRT right till 144 Ave and its inevitable. We have so many new communities building around us and thousands of houses in each one of them. Which route all these new families are going to take to access the city center? If your answer is Deerfoot, look at it and observe how much of a traffic jam we have on it during morning especially. We are giving ourselves false hopes that LRT would not be required but you are going to soon realize that its unavoidable. Please be practical and take necessary measures to plan things ahead of time before it becomes too costly and goes out of hand to execute.
- New neighborhoods nearby, this route will be better because of growing population around.
- Build the green line all the way north
- Route 115 Already exists and this would be my second option
- I like that it starts at a major hub (Tuscany station), that it hits major destinations (YMCA, Royal Oak plaza, Beacon Hill plaza). Since the traffic is really bad here and the roads are wide and unsafe, the BRT should have good infrastructure, traffic calming and pedestrian protection and prioritization. One thing to consider would be removal all right turn slip lanes as these are incredibly unsafe for pedestrians who will need to access the bus stops.



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Tell us what you think about the Crowfoot Route option. What do you like about it? Do you see any challenges with the proposed route?

- Crowfoot route is not good option.
- This option not only connects residential areas to retail but also to middle and high schools. There's more and better existing infrastructure in this area which would be perfect to utilize.
- I know that traffic along Nose Hill Dr NW is heavier than the route proposed in the Tuscany Route option. Plus, I reside along the Tuscany Route, so it would be my personal preference. There are a lot of buses to/from Crowfoot Station; I have taken most of them when accessing area businesses. Crowfoot Station seems to have more bus service.
- As a rapidly growing community, Sage Hill will be home to hundreds, even thousands, of residents. And as a resident of Sage Hill Retirement Residences, I can't drive and the ability to easily access transit is imperative to get to doctor appointments and shopping centres. While I do utilize the Access Calgary services, many here do not qualify. Linking the existing bus service along Sage Hill Gate NW to a central station would provide an essential service many need.
- This is the most direct route and serves more communities as well as connecting to a large retail center with shops, restaurants, a major library, movie theater, and other services.
- This one is great too, but it would be great if it went a lot more into the neighborhood to allow people to save on walking time or just walking distance in general, especially in the winter time when it gets really, really cold.
- Too many stops. It's good that it stops at the Library and close to the theatre but I'd rather not go to Crowfoot station. I prefer the Tuscany route
- It's a fairly direct route with stops along major places of interest. I think this part of the city is currently easier to get to than the areas serviced by the Tuscany route option.
- any new route should work for the new Glacier ridge community along with the Nolan Hill community. Maybe go north from the initial stop, then turn on 144 avenue and come south on Sarcee. then continue on sarcee along the option shown.
- it's okay... high traffic roads, and barely touches the identified communities in your exploration
- Don't spend the money
- I prefer this route because I use the Calgary Transit buses and Ctrain a lot and for me it would represent saving a lot of time going to Beacon Hills Centre from the Crowfoot almost directly. I live in Arbour Lake and obviously this route would be better than the Tuscany one. Anyway if you decide for the Tuscany route it will work for me but really I prefer the Crowfoot route. Thanks for letting us to participate in this important decision.[redacted] Thanks for helping us
- This Crowfoot option is better than the Tuscany option considering its effectiveness to connect residential neighbourhoods with services and key destinations. Particularly, Crowfoot Crossing is a major destination for passengers living in neighbourhoods along the route, as it has plenty of shopping opportunities, supermarkets, a cinema, and services available. It is also the stop where the existing On-It service to Banff/Canmore serve. This route option permits a direct trip to Crowfoot Crossing and satisfy passengers' wider needs. This route option would fill the existing gap of

connecting Crowfoot Crossing where a detour and transfer to C Train at Tuscany is required, adding to the travel time. In the meantime, the neighbourhoods of Royal Oak and Royal Vista and section along 112 Ave NW could continue to be served by the existing Route 115. I think this route would better align with major passenger needs.

- I find myself taking an hour sometimes an hour and a half commuting to downtown through transit and I believe this route will significantly reduce that maybe about 20~ minutes. This would be very convenient to the people living in the NW opening availability to convenient commuting opportunities.
- I like this option as it goes through dense residential areas and connects Crowfoot LRT which is a major hub. However, with this route there Nolan Hill community won't be able to use this service.
- Good luck building adequate Transit Shelters within the Beacon Hill Shopping Centre. These stops are in the developer's private lands making it very difficult to acquire consent to build public infrastructure such as high-quality BRT stations.
- I like it
- I imagine the Crowfoot Route is a better option than the Tuscany route because it mimics the 82 more. For comparison, this hits a school (82 goes by Churchill), plus you're getting to 2 major shopping points of Country Hills Shopping Centre plus Beacon Hill (82 goes by Northland shopping centres and the shopping centre across Brentwood), and then you're landing at an LRT station. This one seems to be more valuable in that regard that it would hit more major points of use for Calgarians, and helps connect Calgarians in the Nolan Hill, Sage Hill, etc. areas into that Country Hills Village shopping centre and Crowfoot LRT. My main concern is the amount of riders Calgary Transit would get from this, as well as the maintenance of that stop by Beacon Hill. Please take note of the times of day when the 82 uses the longer double bus, and please look into winter reports when the 82 gets stuck on that hill going up into the Beacon Hill/Canadian Tire shopping center. I've seen that bus stuck up there many, many, many, many, many, many, many times over the past 10 years of using buses in this NW area. This stop would require looking into both the services of 82 and 129 so please ensure that this would get the same amount of care (and again! would be great to figure out if there's some way to help with that hill going up to Canadian Tire/Beacon Hill in the winter).
- This route would be good for rides that need to also connect with the Crowfoot shopping centre. The Tuscany route would also connect with a shopping centre and library.
- The Crowfoot route seems superior in almost every way. It will have much higher ridership and take people to more places they want to go overall. However if you're going for a grid style BRT network I could see how the Tuscany route could make more sense if you eventually want a Country Hills Blvd BRT and a Sarcee Trail BRT.
- The benefits of connecting to Crowfoot instead of Tuscany include the LRT connection being more directly adjacent to services, some inter-city routes (e.g. Southland On-It), and one stop closer to inner city destinations on the Red Line.
- I like that it travels through well established communities and crowfoot crossing. My concern is that Nose Hill Drive and the crowfoot station will become too busy or crowded.

- Does really help me but I sure would be good for others.
- It's the best route to get to Crowchild/Crowfoot but I would like a better option for getting from the NW (Livingston) to the University
- As someone who lives near, but not on, either route, I appreciate that the Crowfoot Route interacts with activity centres such as Country Hills Village and the Crowfoot Station Area. This route would also immediately benefit a lot more people living nearby than the Tuscany Route. Thinking about redevelopment potential, while the commercial centres could be redeveloped in the future into mixed-use Transit-Oriented Development, I find it hard to see much residential redevelopment in the future given the lot size limitations and lack of alleyways.
- I don't drive and would like to see you change the 115 route to go into Beacon Hill Mall area. If you could have the 115 bus turn off 112 Ave onto Sarcee Trail heading west and then at the lights turn left and then again turn left again at Shoppers Drug Mart it would then be headed east and would then meet up with the same stop it now meets after it crosses Sarcee Trail. This would make it more accessible to Beacon Hill Mall as it was before it started to serve Symon Valley area but now it would service both Beacon Hill and Symon Valley area.
- I like this route as it provides a means to connect other communities as well as a means to connect downtown. However the Tuscany route is a better option as Crowfoot is already a busy area.
- I like the Crowfoot route option. However, it is still missing a lot of community, like Symons Gate in the Sage Hill location. The route should also reach a small community like Symons Gate in Sage Hill.
- This route is also good, but people in these communities do you have other options for public transit compared to the Tuscany route.
- I prefer this option since it is high density amongst established communities and takes you to train stations and bus terminals. Challenges would probably be increased congestion on Nosehill drive and Sarcee Drive because of all the current lights.
- I believe you have taken a shortcut in coming up with a solution. Travel time from communities like Evanston, Kincora etc to downtown will still be 80 90 minutes with the proposed setup. You should have more stops in North communities of Evanston, Kincora, Sage hill, Nolan hill, and no stop in Crowfoot or country hills, as those guys are easily connected to LRT already. This option is better than Tuscany option though. Hope the bus frequency will be better at max 15 minute interval, and much better during office hours.
- I like that it connects existing communities. I am wondering how is this project coordinated with Shaganappi Trail BRT, do we need 2 BRT's serving inner communities in NW?
- Extend 301 to 144ave is more urgent than this route. Act now!
- This route seems to allow for more direct access to the C Train, and by extension downtown, the University of Calgary, Stampede Grounds, etc. By taking a more direct route than the Tuscany route, I believe people will be more likely to use the BRT with the Crowfoot route due to the more efficient travel time.

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- Like: It connects more dense communities and increases ridership to Crowfoot. Dislike: It misses the opportunity to connect Shane Homes YMCA with the recently announced expansion. Overall: Dislike.
- There are many valuable stops along this proposed route and travels through established communities where there could be higher ridership. With further north and west community growth this proposed route may not help newer communities.
- I prefer this route over Tuscany simply because it serves me better. I very much support this project as Transit connectivity between NE and NW Calgary prevents me from seeking job opportunities in and around the Airport due to the difficulty of the commute.
- The merits of the Crowfoot route is that it would serve many already existing residential communities on the path. Making them able to access the Simon valley route much more efficiently. However, I believe it would be more useful to serve the Tuscany route, as it could open up more opportunities for future business and housing than the crowfoot route.
- No. Just no. Please no.
- Looks good. I prefer it because it goes by Citadel where I live
- This one doesn't connect through big northern communities like Evanston, Carrington, and Livingston. This route isn't particularly useful for those communities, as we'd still have to take the red line to Tuscany station and get on the 115.
- It's better then the Tuscany route, it's faster, it passes by more public buildings
- The Crowfoot connection is good to have but I'm not sure if it fits 144 Ave BRT the best
- Should go to blue line station instead. Not needed. Again, might as well put an Arboc on the route as that many people will take this route.
- Not competing with exist route 115. Serving more of a centralised area such that more commuters are benefitted. Lesser CTrain commute time to the City Centre. Fills the lack of (direct) transit service between Crowfoot and Country Hills Blvd / Citadel, and an increase in connectivity to Hamptons / Edgemont. Potential (easier) extension to Rockland Park or Bowness communities as population and traffic density increases.
- Crowfoot is already crowded especially the market area. Not a good option to put another route here
- This route connects to more major activity centres than the other route, so I think this would help with passenger load, thus facilitating better frequencies.
- I don't like it, it goes around older neighborhoods, it means no growing population around and looks like no reason to have this route
- Build the green line all the way north.
- This would be my first option, If people want to go to Royal Oak/Rockyridge its possible to transfer with the 138! And 115 already exists but could have reduced service to allocate buses to here. I like this one better as its a shorter route to the train station
- I think the Tuscany route makes more sense. This one hits fewer destinations. That said I think these are both valuable routes and there is no reason the city could not run all day frequent service (buses every 10 mins) on this route too. Finally, the missibg piece in this network would be a east west BRt running along Country Hill boulevard. This should run in separate bus lanes as the

boulevard is over built and wide enough to accomodate this. It could eventually be turned into a tram/streetcar.

Tell us what you think about the proposed station locations. Do you see any challenges with the locations selected?

- Stops 5 and 6 along the Tuscany option are low volume stops. Resources would be better spent along a different route.
- This looks good.also good have connectivity to cross iron from 144ave and university directly
- I think it's a good idea. The 115 bus from 144 ave to Tuscany is infrequent and we need more of it
- Please make it go up to glacier ridge
- Express buses feom Sage Hill & Nolan Hill to Downtown.
- Bus 124 gets too full after school.
- Stop number 6 is too far from the entrance to Inland Park. I think there should be an additional stop placed by/at the entrance of the park.
- I think they make sense as they are connecting the most isolated northwestern communities to access to the train.
- seems okay. i'd be using 15 as its closest to kincora. this route looks to bypass most of evanston
- We need to have an option to use the bus every day for work, we live in 148 Ave NW and there's no bus option there. Thank you
- Snow is never cleared in North communities. There will be buses getting stuck and delays.
- Not really. I think they are very well planned.
- Please also add stations for Livingston NE. More and more communities are coming there.
- looking Bus stop in Carringvue street as no bus line there and many students live over here to go for school and university.
- All stations are greater than 45minute walk from Evanston / Creekside making the 144 Ave BRT entirely inaccessible to Evanston/Creekside.
- Glacier Ridge and Nolan Hill will be excluded from all of this. Glacier Ridge more so. Would value possible a stop within that Glacier Ridge, Nolan Hill, Sage Hill intersection that maybe goes left from stop 18 (144 Ave and Shagannapi intersection) and then down to the left of stop 17(Shagannapi and Sage Hill Blvd cross section) , then back to stop 17 if that makes sense. So would be a sort of square but that way you can at least get more people into this route as Glacier Ridge (plus Esker Park) is going to grow. On top of that, 144 Ave and Shagannapi intersection stop would hit a shopping centre with a Co-op and lots of restaurants. The Shagannapi and Sage Hill Blvd stop would also cover another shopping centre (Sobeys Nolan Hill). Both those stops also have lots of surrounding homes and would service the growing community. Please consider this."
- Stop 2 would be a great connection for many in the community as lots of riders use any of the busses here to get up the hill. Connecting quickly to the YMCA also opens up a fitness and recreation centre, as well as library for many.



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- What about people in Glacier ridge? Almost 2 years now that people need to walk 20 mins to nearest bus stop in Nolan Hill.
- We need a stop by the entrance to Ambleton community. Also, can we explore getting an express bus from 144 Ave to Tuscany station. Think about the young children and elderly who need to go for appointments downtown or somewhere along the route, especially in the winter months...less transfers... less wait times
- A stop located at/near the YMCA seems like a must.
- The challenge with the design is I am. Not sure if this addresses shortage of transit in Livingston community like Lucas common NW. The people of Livingston are suffering from shortage of transit.I hope this new design addresses that challenge .
- I would encourage the project team to consider what the station environment/experience feels like to people who actually walk or bike to transit instead of drive. Park and ride options, while serving a purpose, create a less vibrant and pedestrian friendly experience for many users. Could there be small park spaces or commercial units (convenience store, coffee stand, newsstand, etc.) directly adjacent to where people wait for the bus? I would love to see the new Symons Valley terminal prioritize experience, not just car storage.
- Since this is all about 144 Ave BRT, i would propose stop 14 going through the end of Sarcee Trail, then eastward to stop 18.
- If selected, station 11 needs MUCH better signage than now available, even going beyond MAX signage, and featuring maps. By stops 14, 15, 17 and 18, it needs to be clearer that a major transit route runs through the area, though signs similar to the “park and ride” signs seen in other locations (currently an issue). There are also issues with “time points” and connections, where an early bus will wait at an earlier stop leading people to miss connections.
- No.
- My only concern thus far is the proposed station #11, while which being next to an activity centre, also would be on a major intersection with slip lanes. I'm concerned as to how the station will be integrated into the surrounding context in a way that is accessible and safe.
- Too many stops along the crowfoot route to be effective (fast). Those areas are busy enough.
- Yes, it does not reach the community in the Sage Hill, Symons Gate community
- For Crowfoot or Tuscany routes, there are too many stops proposed in already well connected communities of Citadel, Arbour lake, Country Hills, Royal Oak, etc. However, the communities which are struggling and not connected to downtown have still not been provided enough stops and coverage. Eg Evanston, there is route on 144, but the entire community south of 144, especially Creekside part they are not connected at all. Further not much other connectivity on other parts eg sage hill, kincora, and we would have to still pick cars to get to transit hubs, which would not give enough motivation to actually take public transit, but rather rely more on car itself
- Please add Ambleton bus stop. Thank you
- Kindly add a bus stop much closer to ambleton
- Thank you for the opportunity to provide feedback on the proposed station locations for the 144 Avenue NW bus route. As a resident of the Ambleton community, I would like to emphasize the

importance of having a bus stop near the Moraine Road entrance, ideally between Station Options 19 and 20. This location is critical for several reasons: Why a Stop Between Option 19 and 20 is Needed: Central and Strategic Access: The Moraine entrance serves as the main gateway into Ambleton and is within close walking distance of both Ambleton and parts of Evanston. Placing a stop here would make the bus route significantly more accessible to a larger number of residents. Supports Walkability and Safety: A stop in this area reduces long walking distances, particularly for seniors, youth, and families, promoting safe and equitable access to transit. Encourages Transit Use: Convenient access to a stop near the Moraine entrance would encourage daily use by commuters, students, and others, helping to reduce reliance on cars and support sustainable transportation. Preparedness for Growth: As Ambleton continues to develop, this location will remain a key access point for current and future residents. Concerns with the Current Proposed Stops: Without a stop near Moraine—between Options 19 and 20—there is a noticeable gap in accessibility for a large portion of Ambleton and the western part of Evanston. This may discourage transit use and exclude many from convenient access to city services and the broader transit network. In conclusion, I strongly recommend adding a bus stop between Station Options 19 and 20, near the Moraine entrance. This adjustment will significantly enhance the effectiveness and inclusiveness of the 144 Avenue NW bus service. Sincerely, [redacted] Resident, Ambleton Community.

- Hi, There should be a bus stop for 144 Ave and Ambleton Street. This is a growing community and there is a proposed high school inside Ambleton. Thank you.
- There are no direct stops further down 144th for communities such as Glacier Ridge, Esker Park, and Nolan Hill. Those living in these communities will want extremely accessible and walkable bus stops that will get them on to the BRT (maximum 10 minute walk). If they must drive to reach a station, it removes a ton of convenience and may lead to them not using the BRT.
- A stop near Ambleton Street NW & 144 ave
- Stop needs close to 144 Ave NW and Ambleton St NW.
- Yes, there should be more stops in the communities like Ambleton. Specifically somewhere close to 144 av and Ambleton st Nw
- good, 2. good, 3. the stop needs to go inside the parking lot to be more effective like Route 115, 4. the intersection is too busy with lots of commercial trucks; not sure how you could design an effective BRT stop without affecting the already-jammed intersection, 5. brilliant as there are more and more businesses in that area, 6. ok but need to balance accessing the car dealerships, and Inland Park. 13, the closer to the south (busier area) the better, unless you convince RioCan to do their own shuttle within that huge commercial area, 14, ok (where are the future schools?), 15, good, 16 must-have, 17-23 no comments.
- If the stations are outside larger areas such as becon hill for example, rather than being within these larger areas, these station locations may not be as convenient for use, requiring long walk times to access these areas. Stations along 112Ave where the landfill is may not have higher ridership.
- Prefer whichever will be faster route to get one downtown. Also please explore an express bus option that possibly arrives every 10-15mins ?



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- Add a couple more stations into Livingston please. It won't be much on the driver but there's a lot of people here in Livingston. Even if just on the 144 but after Carrington.
- I don't see anything wrong with it, apart from no bus continuing to go from the pink 11 stop, along Country Hills to 96 Avenue.
- Diverting the route through Glacier Ridge 144 ave /shaganappi trail would help with connecting ridership to the ctrain station. The intersection of shaganappi and 144 close to sage hill quarter , that would help with future and current developments around the area . There is a multi family development there
- Yes there is no bus stop location for glacier ridge location. I travel from Glacier Ridge - Aquila Drive to Foothills Hospital. Why is Glacier Ridge is left away to be considered on the bus route. It's so hardship during winter time. Please consider Glacier Ridge in bus route.
- I support providing more options and accessibility to north calgary. Issues I see arise are from myself and people in my neighby community not being able to use these new routes by living in the "older" part of Evanston (Evanston view NW). This is unfortunate because I, and many others would benefit from being able to also access this line easier. Although route 124 and 115 are close they aren't always reliable or come often enough. These routes are often very crowded and hard to use on a daily.
- Everything looks great, having it go on 37 street is perfect. Very convenient with all the shopping nearby.
- Glacier ridge area is not considered enough considering that for some homes, the closest bus available is by walking 26 mins. And the on demand service is also not very frequent as well.
- 144 ave NW to help Carrington and Livingston is a must please! My transport costs are insane and cars are expensive. So a train station to connect us to downtown better will really help!
- I like the stops as they are, in particular the Carrington/Livingston stops.
- Please make arrangements to implement a bus Stop in Ambleton entrance.
- A stop needs to be add between 19 and 20 close to Ambleton St and Evanston Hill . This is the main entrance to Ambleton, our community has a large number of students that bus out of the community. Jr. High and high school students do not have an options for school buses out of the community.
- 144th needs traffic lights and timed pedestrian crosswalks if a major transit route is being proposed. This road is already a disaster with 6 lanes and 2 turning lanes. It is a nightmare to walk across at anytime of day as an adult. People do not slow down. There is also a pedestrian crossing every few minutes which significantly impacts traffic because there is nothing making pedestrians wait to allow traffic to flow. Bus route = more pedestrians crossing = accident waiting to happen.
- Bus Stops on map have a listed number, but no address. Pls add address. Will BRT stop WITHIN a community to drop students off at a school? Residential community are NOT equipped to handle bus loads of students without trespassing on private property (I'm adjacent to a school, and had hundreds of \$dollars damage from new community students - waiting, damaged fencing, private lawn last year).Crowfoot Stn is larger, more desirable than Tuscany (1400 parking stalls versus 100). Has adjacent shopping, movie theatres, high school, other amenities that would be frequented much more than Royal Oak (YMCA, small shopping area)."



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- I don't care about Tuscan or crowfoot, but please make and design a bus stop near Glacier Ridge so that it's easier for people to travel and use the transit and not walk all the way to Nolan with a 15 minute walk. Please take this into consideration and make the stop by summer. (routes to YMCA Rocky Ridge)

Pathway and bikeway connections

We have proposed stops and stations for the 144 BRT route options and identified necessary pathway and bikeway connections within 800 meters of these proposed stations. **We need your feedback to ensure we haven't missed any important connections.**

- This also makes sense to build a pathway.
- This makes sense to build a pathway.
- Please include a stop here
- Bus stop for Livingston area.
- This bus stop can serve people in Livingston.
- Bus stop needed at this corner of 144 and Symons Valley Road to make the route southbound on Symons Valley to join with the stop on 142 street to continue eastbound to 14th to connect to North Pointe. Also could be a gathering point for the pathways being developed in the area.
- Connecting the north/south pathway system on the east side of Rocky Ridge Rd NW to the pathway system at the YMCA would be great!
- Connecting the existing north/south pathway system on the east side of Rocky Ridge Road to the pathway system at the YMCA would be great! Currently people trek through the trees and bushes along the side of the reindeer farm to get to the path system from the YMCA or vice versa.
- How will riders access this station safely if it is on a large intersection?
- Rocky Ridge Road is right now too wide for the posted speed limit, and therefore should have traffic calming measures such as lane narrowing, bumpouts, and chicanes for the sake of safety.
- Pathways on Symons Valley Road and connections to other pathways would be nice and provide more convenience for people living in Sage Hill (Sage Meadows and Symons Gate) communities.
- Please finish the pathway and connect to this area.
- Connectivity to downtown is required. No buses go to the University of Calgary or SAIT.
- My primary concern is that no bus stops or transit lines go through Symons Gate. Where are we paying the same fee as other communities with transit lines.
- We need a bus stop in this area. There are no bus stops nearby to go to any major terminals.
- We need a bus stop in Symons Gate. I work downtown, and it is incredibly challenging to take transit. There are no bus stops in this community.
- There are no bus stops in our community, making transit in the Symons Gate community extremely difficult. Please review and look into adding new bus stops and a new route to include our community. This will provide better and safer travel for the younger kids in this community. Thank you.
- Here seems like a great spot to have a station due to its space. If not a station try to make it a stop. As a student coming from school and walking everyday is very exhausting.



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- Facilitates improved connections on the north side of arbour lake and hawkwood
- We need the bus stop in Glacier Ridge. I work from Glacier Ridge to Foothills Hospital
- Why is Glacier Ridge being left away on the bus route. Please consider Aquila drive whole road to be have a bus stop somewhere. I travel for work from Aquila Drive to Foothills Hospital. We need bus in Glacier Ridge.
- This is the closest I could get to the glacier ridge area. But my main concern is just transit consideration for this area because there's no reason why we are paying the same fees as other communities but don't have a transit line.