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.

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

Skyview Ranch Pop-Up

Students living in Skyview Ranch travel over 1 hr to U o C. Can we have faster transit for them (Max Orange)
Will there be transit to Cross Iron Mill? There's incentive for ppl visiting Calgary to stop @ Cross Iron before going to the airport – worth connecting transit
Bus #23 stops 3642 and 2300 – There is nothing of garbage baskets
I did online survey and they never do anything they said they heard but they never change
There are no garbage bins @ Route #23/00 – bus stops along 52 street to 90 ave.
Why did the City build the bus shelters in Skyview but don't put the bus route in?
Bus #145 route change was very bad. We had to travel backward to redstone before reaching Saddletown – going through 4 communities
Why not heated bus shelters in NE? Need shelter
Cityscape bus stops have no shelters, 50-60 people waiting. Lots of challenges.
Already lived here for 12 years How long more do we need to wait?
We are collecting $$ to install the benches but are not allowed to spend or install it cause City policy

Chalo FreshCo Cornerstone Pop-Up

Bus pass was sold out everywhere for youth
Low income fair entry location moved – not convenient
Great to have a new bus route (to connect East to West)
That's great
Do you change the bus route?
I like the 2nd option because it is close to my house in Country hill
I'm happy for the line to be built
That'd be nice for me to only need to walk to the new stop/station
105 live close to Redstone option 1

Genesis Centre Pop-Up

Prefer option #1 because it doesn't have as many bus stops as Country Hills does. It offers more bus service for further demands and developments. The Country Hills route is an overstretch because it already has bus route service. I has #157 and #100 route. 128th is closer to Cross Iron and Balzac to get people to work or shop
We need more transit/buses in Chestermere!
#61 Bus route #60 request for Taravista Way. [Earlier it was there now changed] School kids find problem
This route is good for other communities
Metis tr very congested once 60 st is built
Missing pathway on Meti b/w Country Hills BLvd NE and Airport trail.
Option 2 because of CHB
City needs major infrastructure in NE calgary

Route LRT extend it
Route 128 to take 60 st once its built
Savanna way Savanna Drive intersection 59/159 No bus stop on Savana way. Need one.
Glasses to replace with plexi-glass for bus stops
#8 & 9 This route is gonna be very helpful for people working in country hill and Stoneygate area
Loud music being played on phone sometimes in but. Max Orange Bad experience
#136 bus stop far from Corner Store
64 Whitehaven Road North East so now we only have Bus No 70 on our line. Bus is often late.
Airport connection to north pointe

Livingston Hub Pop-Up

Councillor's office is using County Hills Blvd for interim to 128 Ave because [nothing else written down]
Stop at 167 street to catch rapid bus – 137
Carrington (1 station) should go through 144

Online feedback

Question #1 – Do you see any challenges with the proposed locations?

I am in this location please resume 71
Most suitable for residents coming from north of 128 and east of 60, also very high density residential area on 3 corners having apartments, townhouses etc
I would appreciate a rapid bus service
Add bus stop for glacier ridge. Extend it.
"We would really appreciate having a BRT bus stop in this area, as it would greatly benefit residents living along 128 Avenue NE and Cornerstone Street. There are many commuters from this growing community who rely on public transit. Having a BRT stop nearby would

make the new route much more accessible and would prevent residents from having to walk a considerable distance just to catch the bus.
Thank you for considering the needs of residents in this area."
"We would really appreciate having a BRT bus stop in this area, as it would greatly benefit residents living along 128 Avenue NE and Cornerstone Street. There are many commuters from this growing community who rely on public transit. Having a BRT stop nearby would make the new route much more accessible and would prevent residents from having to walk a considerable distance just to catch the bus.
Thank you for considering the needs of residents in this area."
Closer for everyone living on Lewiston Road/View
Bus stop here, please
Convenient, near to my place.
Makes it in the middle for the livingston community, specially targeting the newer phases
Add a bus stop here as for any one living north east of 60 and 128 crossing, it would be convenient for them to board and deboard here and it will serve that area
It would be great to get Bus Rapid Transit (BRT) through this area as after peak hours, the 115 and 124 only come every 20-30 minutes (even though its scheduled a bit more frequently). As someone who used to take the route in the morning, by this stop the bus was either near or at capacity and sometimes you'd have to wait for the next bus, or even the one after that depending what time you left. Now, working in the NE, taking transit is no longer feasible as it would take an hour and thirty minutes to get to work as opposed to 22 minutes by car, or around 30-40 minutes if there is traffic on Deerfoot. With this route connecting to the NE I would consider taking transit again to get to work rather then driving, so long as its around an hour each way.
There is should stop at 128 ave and 60 street
Can i get a bus here please
Great to have this along 128th ave or even better on country hills
This bus stop would address and cover higher population as anyone coming from 128 avenue in cornerstone will find it convenient. Also very high density housing near this stop which will cater higher population. Future lrt stop will not be very near this stop so it makes more sense to atleast maintain some distance between future lrt station and express line station
Please connect the 144AVE N East-West BRT lines at a common station/end-point.

Bus stop
we need one at this mark as there are multiple people uses bus service near this location! Also, we need bus service active on Cityscape Drive! People are walking 30-35 mins to find the closest bus stop!
Add a stop for Lewiston community as it’s well developed ahead of Lewisburg and Keystone
Lewiston access
The deviation to 124th Avenue seems unnecessary here, and would slow the service. The goal of a BRT should be for efficient medium-long distance trips, not for deviating to serve each individual area along the way.
I agree that the route should take advantage of Stoney Trail from 11 Street NE to Metis Trail. OC Transpo in Ottawa has run many routes along highways for decades, and I fail to see why we cannot do the same here, especially in this case where I feel the Stoney industrial area is well served already by the 157.
While planning the East Leg of the 144 Avenue North BRT into Saddletowne, it is vital that the City fixes the feeder gaps currently isolating Cornerstone residents. Specifically, Corner Meadows Gate NE, just south of Country Hills Boulevard, has zero service because the developer never poured a concrete boarding pad, leading Calgary Transit to deny every stop request we file. A high capacity BRT line will only work if everyday residents can safely walk to a local feeder that connects to it. Please ensure this study flags the missing boarding pad infrastructure along Corner Meadows Gate NE and aligns a future feeder route through this corridor so our neighborhood can reliably reach both the new BRT and Saddletowne Station.
Can you make one stop at Lewiston as there are many kids in this community and it will be beneficial to them. Please progress this project at the earliest as we are looking forward to it. Communities Lewiston and Lewisburg are almost fully developed and this would be a great assistance to those communities.
The route should take advantage of Stoney trail from when Lewisburg until Redstone. The Stoney trail transit facility is already served by route 157, and in the future that area can have its own bus route from north pointe. As this is going to be a BRT line, and possibly MAX, it should not use side roads that add extra time to routes, which reduces efficiency
Closer to Lewiston community entrance.
I think that the route should run along 128th here as opposed to 124th as it would make trips quicker for those travelling from Livingston to Cornerstone/Saddle Ridge
Stop needed here to support the opening of a major shopping centre which will help employees and customers. As well as the future Livingston High School thats currently in the CBE's capital plan and is proposed to serve various communities along 144ave.

Please add a stop location here. Lot of shops are opening and would help workers.

Question #2 – Are there any missing sidewalks, pathways, crossings, or connections that would make it easier to reach the proposed stops and stations?

"We would really appreciate having a BRT bus stop in this area, as it would greatly benefit residents living along 128 Avenue NE and Cornerstone Street. There are many commuters from this growing community who rely on public transit. Having a BRT stop nearby would make the new route much more accessible and would prevent residents from having to walk a considerable distance just to catch the bus.
Thank you for considering the needs of residents in this area."
Brt going to NW needed here
here pls
need BRT bus here
Brt bus top here. Pls. Thanks.
BRT stop here please. Thank you.
Important connection stop that helps to connect Cornerglen, corner brook and cornerstone to BRT
Connection between cornerglen, cornerbrook and cornerstone
Bus stop here please
Bus stop here please
Put a bus stop here.
easy access to retail stores and businesses close to this area.
A perfect bus stop since this is close to a commercial area.
There should be a walkway along here to connect this street to the intersection of 144th Ave and 11th St
128th ave is nice to have this route
The reason there should be a stop here but not the intersection before as this place can a connection to Bus no 145 and Bus no 128 at the same time without the passengers having to walk too much as people from work maybe tired and do not want to walk to take the

connection and by putting the bus stop here we can make people more happy and there connections much smoother.
This place needs a stop
walkway required to catch the bus from new route! right at this marker as the 100ave ne spot is 15-20 mins walk!
Close access to shopping centre and services.
Easy connection
There sould be stop here

Question #3 – Is there anything else you would like the project team to consider for the East Leg of the project?

Even in the video, it says NW communities are under served.. but project is proceeding to build from centre street to saddletown LRT station first. I do not understand..
I liked this idea.
We commute everyday from Skyview ranch Boulevard to 144 Avenue livingston heights
Skyview ranch should have rapid bus service ie orange max or BRT. Thanks 🙏
more busses stops at cornerstone area
Level of criminal activity has risen in the recent months due to influx from the NE into the NW. This will completely allow additional disruption into the Evanston community. The need is for more school and more connectivity with the west and downtown, not to the east. A bus option to the airport if any. All the properties along 144 av in Evanston are suffering from uncontrolled speed and incredible loud cars with no patrolling or regulation whatsover. Noise levels are extremely high. All long 144 nw we should get High Walls to minimize noise, we cannot sleep. It is hurting our daily way of living. Stop creating more problems.
The bus route 137 is not available night time. I hope it improves in the future.Including me and another costumer we walk because of their is not transit night time.Since the area is developing it good to have enough access buses.
I think it should be extended up to a point where customers can catch route 115 to go ahead Beacon hill plaza...
Stop at 128 avenue and 60 street on both sides that helps to connect cornerstone, Cornerglen, cornerbrook and Skyview on BRT

We want C train project from this area that directly goes to downtown. Please. Ctrain makes life easier.
The skyview area already has 3 buses solely to saddletown. It would be better if it would go further south or somewhere else.
Make sure every stop has adequate shelter to protect everyone from the elements.
"Hi there I was just Toronto
The Mayor needs to see the down town Toronto system amazing better then Calgary"
Very hard to catch the bus as there is still no active bus service on cityscape drive!! living here for 4 years now!!
I am lewiston resident, i think if the bus goes thru Lewiston drive road then a lot of residents will benifit
"Hello Please consider adding bus stops by grocery stores. Livingston has a 30,000 square feet No Frills grocery store. The current BRT route plan does not go near that grocery store. The upper NE neighborhoods have no full grocery stores at all. The current Fresco in Cornerstone does not provide all the essentials to the residences. Product options are limited or not sold at all compared to other grocery stores. The Red Stone No Frills that is currently being built beside the Shoppers Drug Mart, is only 10,000 square feet, again will not meet our needs. Having the BRT going straight through Livingstone could provide us an opportunity to shop at that major No Frills grocery store. Thank you."
I'm living in cornerbrook NE . So I would like to rout through cornrrbrook or cornerstone or redstone /60 NE . Thanks
Condense the timeline for construction. Due to rapid growth of this city the Northeast needs this. I live in Redstone but need to drive all the way to Westwinds train station due to lack of parking at saddletown. It takes too long to get to saddletown via the bus and its inconvenient. I wirk in downtown therefore efficient transit service woukd be better. I wouldn't have to drive, reduces gas emissions for the environment. Thank you.
I'm living in cornerbrook. So I want to route through cornerstone or 60 AVE NE.
"Please add bus stop at intersection of 128ave NE @ 60 st NE both way .. easy to connect corner glen area . Route 128 stop at 128 ave NE & 60 st NE far side .. plz add same stop for future BRT route .. so easy to connect with route 128 .. Public make connection with new BRT route
thankyou"
please dont do it why connect the NW and NE??

Make the route start at symons valley py/ Evanspark blvd NW. Evanston is still a growing community, a big community now. And for the most part, people here only have access to two buses (124 &115). We deserve more bus options within our community.
One stop at Lewiston
Much needed project
It’s very urgent and very much required project due to high demand and now it’s thickly populated area and will help to connect EAST /WEST with reduced time in efficient ways,
A stop at Livingston Gate NE is desperately needed to support the opening of a major shopping centre currently on its way to open. As well as the Future Livingston High School site which is proposed to serve various communities East and West of the area (Ambleton, Starling, Carrington, Lewiston/Lewisburg).
Size of buses matter as there are a growing number of people who would use these services, especially in rush hour times.
I hope that transit in Stonegate Landing will meet walking/biking infrastructure that can be used year round. It's horrible in older industrial parks to have no sidewalks or paths.