



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

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

Open House

Tell us if you think there are other priorities that we should consider when planning for the 144 Avenue N BRT.

Transfer time should be minimized scheduling.
Fast service by liming ratio of driving to transit use to 1:2 e.g. If it takes 30 min to drive travel time and ingress/egress time shall be take >60 mins.

What positive changes do you think the new BRT route will bring to your community?

Efficiency, connectivity

What potential challenges do you think might happen with the introduction of the BRT route in your community?

Potential struggles to secure funding



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

How would you prefer to access transit stops and stations in your area (ex. Walk, wheel, cycle, by car etc.)?

Bike - share service increasing [unintelligible] areas of stop would be important.
Walking
Better safety using P&R is important for multi-modal trips
Micro-mobility modes - safety and infrastructure needed

What challenges do you currently face when accessing transit stops and stations in your area?

Lack of frequency if no. of buses (particularly 115) - 2 buses can come together and there could be when 3 buses going the same direction
Connection service from BRT is important to attend uses. Ex. limit walking distance from first/mile last mile trips, or increase catchment area with mico-mobility modes

Additional comments

As well as the 124, never on time during PM peak. Rt 109,116, 142 not sufficient, should add City Centre expresses to newer community Carrington/Sage Hill/Evanston etc. Add more routes to Airport before Trail ex. South expresses (Douglas Glen/Mckenzie). Divert 3000 via Deerfoot, people can use 100 301, Restore 430. All day-ize the 89. 14 St is an important corridor (lions park, northland - Sandstone - N Pointe)
Connect east end of the BRT with Blue Line to fill the service gap.

Pop- up Events - Shane Homes YMCA

Additional Comments

Stop/station in Glacier Ridge



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

Glacier Ridge: 82 too long to ride. Not connecting to GR.
115 – 9:00 am – 10 am late
Connecting to 301/North Point
82: Packed travel into many communities
Centralized recreation centre getting more traffic
Designated bus lanes are needed.
No Tuscany traffic in Royal Oak. Problem to people property.
Room in Evanston for a terminal.
Station small @ Tuscany
Country Hill is very busy. Retail in North communities' gravel trucks.
% now and future of students from north from north communities and how that impart infrastructure requirements
How many students taking BRT in future?
Glacier Ridge: bus to Tuscany (Red Line)
QR code for Shag for Phase 2 Link on 144 for Shag
Park and Ride for north

Online Feedback Form

Based on the RouteAhead transit development priorities listed above, tell us if you think there are priorities we have missed that we should consider when planning for the 144 Avenue N BRT transit route.

None
Take 301 bus to 144 ASAP!!!
How many communities and people this will serve.
The route should go through symmons valley bld in evanston instead, it is where most people in Evanston can access

1)Bus stop accessibility's; will it have main stops if so will the be built with a bus shelter? 2)change in routes during temp changes; How will the trains function during the winter? Will there be changes?
It would be nice if it stopped near some shopping centres in the area
Reduced wait times
User experience (eg. Short & easy navigation between transfers, heated bus shelters)
Easy, effective transit to and from the airport is a basic expectation in a world-class city.
Connectivity with Glacier Ridge
A line through the core of Evanston.
No
Include transit access from glacier ridge to rest of NW / Calgary
I use 82 bus on a daily basis and notice that many people would benefit from having a terminal for multiple BRT at the bus stops where Sage Hill Walmart is since buses that go different directions use the bus stop. It would be more inconvenient not to have a main terminal at the same location for bus 82, 123, 124 with new BRT transit.
Please consider the community Glacier Ridge NW. It's not considered in above plan.
144 ave has lot of traffic but no side walks as yet.
Quick accessing to bus stop without having to rely on car
Sage quarters, the sbey's in Nolan hill
144 Ave to LRT connection .
Yes, we desperately need this service to travel downtown and surroundings area.
Build an LRT!
shaded bus stop and heated during winter season
Reliable arrival and departure times
I think this is perfect
Need to have short distance transit from communities to connect to hub
I think trying to stop near big shopping areas such as riocan beacon hill, riocan sage hill, creekside, etc. is a priority since the bus route is going through a lot of residential and would help to go back and forth between these shopping centers.
Should have happened 10 years ago need now !!
In my opinion, all things considered, it's a beautiful plan
1) How will be affected and dates of this project along the Rocky Ridge Rd NW to Country Hills NW? 2) Did you consider connecting from Dalhousie or Crowfoot instead (already a lot of neighbours from Nolan Hill and that are using that connection)?
N/A
Symons Valley Parkway through evanston was planned to be a BRT route. It was constructed with BRT stops. Evanston residents were told it would be a BRT route. We bought houses thinking it would be a BRT route. BUT some bureaoucrat drew a line on a map for a city policy document (route ahead, which I call a "step backward") that took that BRT route away, gave us no chance to engage as a community for that new policy, and we are left watching the plans emerge for a BRT route far,far away on 144 AVE. PLEASE use some common sense and route the BRT on Symons Valley Parkway through Evanston -

144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

you know, that community that is already built, has people that use and need transit, that bought houses planning to be able to ride a BRT. The 144 ave BRT on its own however doesn't take anyone to anyplace that they want to go - we want to go to downtown, and the university. The 144 Ave brt does neither of those. Yes, you plan for a "green line" LRT", which would be better called the "invisible LRT", but the whole while we are stuck not getting anywhere.

Connecting to the LRT.

This BRT route needs in-street priority via BRT lanes, aggressive signal priority at minor intersections, and queue jumps. Otherwise people will continue to use their cars as they are naturally faster and more comfortable than the bus.

We need bus route at Glacier Ridge

There should be a direct bus from Evanston to train station

I personally think that a stop at crowfoot train station should be considered

More focus needs to be placed on network design. Some of the areas in Sandstone still have "future bus stop" signs 30 years after the community was build.

Improved traffic flow I the area, not impeding traffic flow for other road users, and reducing traffic noise.

Walking pathways from Ambleton to 144. Not pre-planning or implementing transit to these new communities from the beginning. The On Demand service that was now provided for communities along 144 are grossly inadequate for peak times during the day. A 6-seater family van is not benefiting most commuters at 8 am.

Please consider Glacier ridge as well. I guess glacier ridge has been missing.

Missing the BRT to Glacier Ridge Community which is supposed to be biggest living community in Calgary by the time it is fully developed

Glacier Ridge

Important

It should connect to Saddletown since the possible stations are not yet there.

Country hills blvd BRT

Nil

Rocky ridge YMCA connection with Glacier ridge and other communities

Frequency of transportation and less time consuming route

Glacier ridge is very big and important community

Connection to major communitess

Why are you extending the Blue Line WEST? The employment centre with thousands upon thousands of workers, along with a city quickly approaching 100,000 people, is NORTH across Stoney. There is ZERO transit to Crossiron. Calgary Transit NEEDS to address Crossiron & Airdrie as passenger growth targets & boosting ridership, and extending the Blue Line west will, if anything, completely waste the opportunity for CT to guarantee public transit use north of Saddletowne, if it decides to skip Crossiron in favor of an Edmonton-style stub station, much like how Claireview has become over the past 40 years, or more recently, the stub Line that ends at NAIT.

Intercity Bus routes or extensions of existing routes would be beneficial to both Airdrie and Calgary. As this reduces overall congestion and further integrates to economic growth sectors together. Airdrie was

selected as one of the Calgary Metropolitan Area's preferred growth zone. This meaning that bus routes in the north area connecting with Airdrie's South Transit Terminal would be used extensively and be cost-efficient.
Please add bus routes to Lucas Blvd located in Livingston NW
Link to sandstone terminal to be able to take the rapid transit going to downtown
Please make route going from Lucas heights NW
Calgary Transit should rethink the entire the far North west transit service review for the 144 Ave N BRT transit routes in the communities of Rocky Ridge Royal Oak & Royal Vista and other communities along the routes. And replace the routes numbers and routes directions for route 138 & route 158 & route 169 or make it two way bus service for route 158 or travel the opposite directions please ASAP
Carrington nw
Could have covered new communities like Glacier Ridge in this project. There is no transit system built yet there & there is no access to residents in that community. Just a suggestion from 144 ave WB to BRT route can be planned by covering Glacier Ridge & then Sarcee Trail SB & EB Symons valley pky back on Shagnappi NB. By this it ll cover Sage Hill, Nolan hill & glacier ridge.
You should put a bus stop between sage hill and the new open bridge here in the nw
Living6is expanding further north of 144 Avenue. Please consider adding some routes on livingston view NW
To have shelters / waiting rooms for the bus terminal with bus routes and arrivals indications.
Plese consider it is big developing community so please consider future transit use by number of people will be more
While the RouteAhead transit development priorities provide a solid foundation for planning the 144 Avenue N BRT route, there are a few additional factors that could be considered to enhance the project's effectiveness and long-term sustainability: - o Accessibility and Inclusivity - o Transit-Oriented Development (TOD) - o 3.Environmental Sustainability - o 4.Regional Connectivity
Priorities look good
need regular bus with regular schedule
Reduced travel times - not stopping on every block, minimize route length
Divert offices buildings from Downtown to rural areas to fundamental solve traffics on road in rush hours or fully adopt hybrid works
Yes
Need more bus transit routs
Better connectivity to frequently visited places like shopping plaza, mall etc.
It's good
Yes
Proper amenities for people at terminals
Traffic



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

Headways. Key destinations, such as YMCA and Keystone Terminal
Build the bathroom like on 17th Ave se
Keeping crime and criminals, as well as homeless people out of the communities. As Royal Oak, Rocky Ridge and Tuscany have seen increased crime since the ctrain and arrest processing centre came to our neighborhoods.
Connectivity to Calgary downtown like route 301 and 300.
No nothing was missed
There should be a higher priority on the Shaganappi BRT instead of this one. The 82 as of now is very inefficient and has poor service from the north west to Brentwood.
Yes
Have the brt dip in to the airport
Consider Glacier Ridge community in the route
More frequent bus schedules and times for the Edgemont feeder routes getting rid of the shuttle buses during non peak hours and weekends and evenings as those buses are two crowded
Maybe go up shaganappi trail, connecting uofc and Nolan hill.
We previously lived in Panorama Hills and the big concern in the winter was always is my route being detoured and how do I get home from that detour - what's the risk of a bus struggling on the hilly sections of the route if there's a snow fall event or freezing rain?
That captures everything I need. Emphasis on connecting to major transit including airport
More frequent departures, many vital buses such as the 82 only come every 30 mins which pressures people to crowd onto already crowded buses.
Royal oak neighborhood and Country hills Blvd are already very congested. Basically since the road from Crowchild trail closed, forced to go to 12 mile coulee or Stoney trail N then again on Country hills W.
The place making and comfort that comes with having a MAX-level station is one — Although arguably less so than frequency and reliability.
I think you missed the glacier ridge residents. I strongly believe that the bus route should be on the 144 ave NW and Shagnappi.
a
Sage hill, and 144 are already getting a lot of attention and public facilities. Evanston, creekside has got none. It takes me 90 mins to get to downtown for work
Direct route to the university for neighborhoods north of Stoney.
Nope
Higher preference for a direct bus route from these areas to downtown. Currently it takes 2-3 hours sometimes for one to get from downtown to Evanston - one way!
Yes please its really important
Proper infrastructure encouraging first-and-last-mile travel between origin/destination and major stops along the 144 Ave BRT should be considered, especially micro-mobility modes like bikes, to increase catchment area of the 144 Ave BRT. These infrastructure could include bike docking station, together with better crime enforcement to ensure people feel safe rolling to transfer to the BRT.
More buses

Connect to the airport... with today's routes, a person would need at least two connections to reach the airport from this route

What positive changes do you think the new BRT route will bring to your community?

Better mobility for northern Calgary communities
Allow for better access to transit instead of P&R then transferring.
It will be a bit faster to get to the c train
Easier/quicker home accessibility.
I think it'll help connect people easier
Easy access to other areas and schools
Easier to get to more areas of the city by transit, less air pollution, less car traffic
Unsure at this time.
Accessibility
Improved public transport connectivity with the rest of the city.
Would reduce mng commute traffic, if there's express bus during peak times
It'll encourage use of public transit and reduce traffic congestion
Less traffic. Shaganappi and Sarcee have been very congested since the beginning of this month (schools).
No positive change since our community is not considered.
Faster travel time to downtown.
Less dependancy on personal transit. Less crowded bus. less wait time especially during winter months
Development, less cars on the road, reduced pollution, reduced car and pedestrians accidents, property value will Increase, more stores and community activity/programs will pop up,
None as you have skipped Nolan hill and glacier ridge
Will take so many cars off the roads
More access to city and convince to move around. This should have been take care 2yrs ago
Good but an LRT would be better.
easy access going to west side
Frequent service
There would be more seats available in the buses, and people won't have to wait for the next bus because the last one was full or squeeze themselves in.
Expect to use public transit more often.
I think it would really help connect shopping areas to residential areas, especially for people who can't drive or don't have a car accessible all the time. And a lot of residential areas don't have shops nearby to get groceries and such so you can't go to them just by walking, you need a car or transit.
Traffic is crazy!!
this route will bring great relief to people who do not have a car or in case of need they can use it and get to the destination much easier

people can finally stop relying on cars which cause extra expenses and maybe make people more active
Evanston community - new BRT will make our community worse. We will lose the 115 service as it parallels the BRT. Whatever routes we are left with will force us to WALK to the busstop, ride a crowded feeder to another BRT stop, wait for the BRT, board a crowded BRT, ride to an LRT station, transfer to the LRT (climb up the stairs, down the stairs, then wait), then ride the LRT to university, downtown. Its currently 90 exhausting minutes on packed buses to get to downtown. add more transfers, and Evanston residents are further screwed over. The bus system for Evanston is a terrible "plan". We feel that Transit is discriminating against us, punishing all of Evanston for its mere existence (what did we ever do - we just bought houses in the community?). Now Evanston residents can't participate in life throughout the city because we can get anyone unless we each have our own car.
It will reduce the # of people who currently take the bus 129 or 82 to Dalhousie and Brentwood respectively
It will help us during winter so that we don't have to walk a distance before catching the bus
Easy access to neighbouring plazas
It will definitely create a lot of changes and opportunities for commuters especially the ones live in Livingston and carringtons
Faster routes to more places
More useless public transit options for people.
Less private car movement if reliable public transit is available. More families will want to move to these communities. Easier access to schools (which are already long commutes for current residents.
It will ease the commute.
Easy commute! Helps a lot the people with no car
Access to basic needs
if its goes from LRT end to LRT end it will benefit a lot of people since it basically a semi circle route. Students will be able to access the university easier and people can gain access to businesses in the NE.
This would make visiting friends in the sage hill area much easier for me
Help ease transportation problems faced now
Glacier ridge Community can have transportation
It will be a good option but the symon valley transit center should be further north
It will help lot of people to access jobs in different areas of the city and life saving in winters they don't have to walk a mile to go to bus syop
Enhance transport and reduce waiting time especially during winter for school children
People who can't afford a car, can actually afford to live and work north of Stoney without spending hundreds a month on Uber & hours a day on multiple feeders.
More investment and affordable housing, this will hopefully bring a new sense of transit integration that should be addressed now. If this project is connected to Airdrie even by just 2 trips a day it would break the glass ceiling or stigma that intercity transportation is somehow not efficient or needed.
We are missing bus route in Livingston and it would be more convenience to the residents who without cars.
Improved transpo

Easier for kids and people going to work in Downton and going to UFC
Bring new transit opportunities to create suburbs-to-suburbs links, without transferring downtown.
Easy access to youth and other regular commuters for downtown, SAIT, University
It will bring more frequent buses and schedules arrivals
Easy access to calgary
More access for transit where is only 1 route avsilable. 123 for sage hill & 82 for Nolan Hill
If there's a bus route in sage hill close to the newly open bridge that ia a big help,we are living in a condo complex and there's a lot odf people struggling to go commute because the bus stop is a far walk from the area
Better access to transit
Convenient to commute to work/ school without rely on driving.
Easy access to go for work place, high schools, shopping and kids activities.
Increased accessibility: A BRT route can connect previously underserved areas to the city center and other important destinations. Stimulate economic growth: Improved accessibility can attract new businesses and investments to the area. Create jobs: The construction and operation of a BRT system can create jobs in various sectors. Reduce traffic congestion: BRT can help alleviate traffic congestion, making it easier for businesses to operate and attract customers.
Unsure, as the route is only on the southern border of my community
help student senior and middle class working family
If it's actually useable, would reduce need for private vehicles
Will reduce commute time to downtown, more people will take public transit
Easier to travel
Easy for cennectivity and doing stop struggle for students because right now very poor about public transit in livingston even just two bus comes out side community which is not enough compair to population
Easy accessibility, increase new residents who do not own car.
Good for kids to go school college university
Easy commute
Frequent better transit that is actually usable
Public transit options
Enhanced frequency and shortened transit times. Alternate viable route given the 115 and the 124 are regularly more than 20 minutes behind schedule and could be heading to one direction at a time, causing people at a particular bus stop going another bound suffer from waiting, (especially during extreme weathers)
Better commute for Livingston resident
Marginal access improvement
Quick connection and future lrt line
More access to transit
Improved connectivity and lesser congestion on roads during the peak hours.

Community will have more options to choose and it will be more convenient for community as well... not replying on one or two
Better ways to get around the city close to where lots of people live and work.
It will allow for better connection in the northern communities to the red line in tuscany and the future green line by panorama hills
It will alleviate the demand on the existing BRT-301 route which is by far the only options NW community have to get to downtown.
None. Most people wanting to take the BRT could go to another station further east.
I am in Royal Oak I am sure BRT touch my community too.
Faster more frequent way to get to the ctrain and airport for people in the north
Glacier Ridge is a new community, so having a transit route will attract lot of people into the community
More frequent bus service
Less car dependency, more mobility of freedom.
Improved accessibility for the community residents as well as to community visitors, moving a large volume of people more efficiently to where they need to go.
BRT is what is needed in a growing city, it gets cars off the road
The BRT will allow for faster connections to hubs such as Tuscany and North Pointe so that we can get to places further south
Decreased commute times, rush hour traffic congestion
None, opposite is true, volume and more buses/shuttles will complicate traffic further
For communities along the alignment, placemaking and connectivity! For neighbouring communities like my own in Hidden Valley, it adds a proper nearby chain of "Town Centres" which will be easily accessible. Plus I'll be able to see some of my friends easier :P
It will be easier for us to go to downtown with out driving there.
S
I hope that there will be direct express buses to downtown. Currently it is very difficult and time consuming to get from these north communities to downtown. It is also difficult to get home using routes such as 301 as they are always so full when leaving downtown.
Pretty disappointed for now so don't know
More options for transit. More frequent buses.
Transit is very limited now. Access to more amenities.
Time saving for sure! 1 train ride + 1 bus ride is much better than 3 far apart bus rides from downtown to Evanston
Add new bus service with limited stops
At present it is not convenient for residents living in Symons Valley area to transfer to Primary Transit Network of Calgary Transit since it's situated in the gap between LRT Red and Blue Line. The BRT will fill the gap and increase cross-town connection, boosting transit mode share of the city.
Faster commute shorter rides new changes for the communities of Rocky Ridge & Royal Oak
Quick easy access to rapid transit

What potential challenges do you think might happen with the introduction of the BRT route in your community?

Scheduling
Why not get BRT to closed C-Train station?
Traffic congestion.
Not much, we dont have many traffic jams in Evanston so I dont see it blocking traffic
Snowing season; what/how will it function? Timings; till how late will this bus be accessible?
People complaining about busses around I'm guessing?
None
Potential dilution of operational resources reducing transit service in existing areas
More drug-addicted homeless from transit to the Journey Church "warming centre" and into the neighbourhoods around Tuscany, permanently setting up camps and bringing social problems the church is unwilling and unable to address, unprepared for.
None
Reduce traffic and also more people will use public transit
Not frequent enough buses
Need more space for buses to park without contesting cars.
None
Lot of vehicle and foot traffic.
Cant think of any
Transit will find out how extremely dangerous the gravel truck traffic is
Nothing
I feel space or stop might be challenge. But there is quite a few space available to make this happen.
Nothing, but build a LRT!!
possible growth of homeowner
Safety
Except there would be less people on the busses(which is great!) I don't think there would be any problems
More usage of public transit. Less traffic.
I think some people won't like it if its right outside their house because it may get too noisy/busy and also encourage some homeless people to have better access to their areas, especially the newer areas.
None
the only problem that can arise is the waiting time, but if it is a direct route, this should not be the case
How will this project reach the security along the main points like Tuscany Station?
the amount of construction which causes traffic and we are also probably never getting the green line because now you guys finally have an excuse to not build it because of this new project
Community will suffer more with 144 BRT. No Evanston bus service to downtown = Evanston residents unable to travel anywhere. current 90 minutes to downtown is terrible - 144 BRT won't help that and will make things worse when you remove the 115 service from our community.

The BRT getting full quickly and there not being limited service for the BRT
It will enhance better movement and also encourage more people to move in
The project will face many problems such as shelters bus stops needed since the planing bus route is on new areas so safety matters a lot
Connectivity to these BRT routes from within a community. Many routes only go in one direction and often take really long routes to get the connection point.
Impeding traffic flow for other road users, increased noise
Possible increase of petty crime depending on population growth in the communities.
It is growing community so it might be challaging.
The current route is not including the Glacier ridge community not sure if this can be modified to all the way to rocky ridge boulevard to C-train station
Male life easy for hundreds of people and make our community popular
None
The UCP effing it up.
N/a
Nil
No challenge
Safety of pedestrians and excessive dust due to construction
No challenges it's all smooth
Non
The BRT does not go to Crossiron. The LRT does not go to Crossiron. Airdrie ICE will likely not pull an St. Albert or a Strathcona, and establish service either. Calgary Transit needs to expand services to places people WORK and WANT to go to. The BRT needs to connect to Crossiron, or the Blue Line LRT needs to go north, to connect to Crossiron, so the BRT can feed into it and sustain passenger growth long-term. Connecting the BRT at either end to LRT, or express buses & terminals, will not suffice long term growth. This new BRT needs to have substantial ridership backing to financially sustain itself, along with further LRT expansions, and without transit access to Crossiron/Balzac, it will remain under-capacity and less revenue per passenger mile, at a time where Calgary can barely fund transit as it is. No objections to BRT, but it needs to function & feed the main lines, and those main lines need to go to Crossiron, not just randomly parked in the middle of nowhere.
None.
Bus schedules will be challenges. The waiting time should take into consideration.
Traffic during construction
No challenges. It is easier for us to commute
More buses on the street
Not enough buses and routes schedules
Growing population & future schools in the area as there is not a single school there present.
Not sure
Still too far from northmost areas of livingston
Increased in population.

100%
While a BRT route can bring numerous benefits to a community, there are also potential challenges that may arise during its implementation and operation: - Construction and Implementation Challenges - Province trying to kill this project as well like all other good project for North. - Operational Challenges
Increase in traffic conflicts, slowdowns for residential vehicles
nothing
Not used if route is too long
It will save lots of time to travel
Right now livingston community major area for even airdrie people so maybe after BRT we have less traffic in community. And easy for every for on work or school on time
New residents, increase in footfall for community visits by friends and family. Students can afford new and low rental secondary suits
None
Nothing
Having enough buses to make it frequent
Jay walking
Punctuality
More traffic & homeless issues
More homeless in the area
Criminals from the jail and arrest processing centre having easier access to more neighborhoods
I don't foresee any challenges there is a lot of demand and lot of traffic in this route. Calgary transit will definitely be in profit considering the number of commuters every day.
I don't see any potential challenges
Additional car traffic impeding bus travel along the route.
The bus route should be extensive such that it will cover communities such as Carrington, Ambleton, Evanston, Sage Hill. There should be adequate park n ride available at the proposed terminal so commuters have the option to park there, hop on the bus and take them to the Tuscany train station.
More traffic, Tuscany station is a smaller station and not equipped to handle the number of passengers potentially waiting for a BRT bus
Traffic will control
None
None
NIMBYism
Increased bus traffic, increased pedestrian traffic (currently there aren't many controlled intersections to safely cross 144th)
Safety concerns is all I can think of.
Congestion, access to residents will be impacted, applicable to emergency vehicles as well. Additionally more communities will use Tuscany LRT.

I can't think of any — Not for my own community of Hidden Valley, but also for communities along the alignment.
Time is the only constraint to build this
a
Hopefully more public transport use
None. It's a positive change.
It will only have positive impact assuming the bus runs frequently and late into the nights + weekends
It's easy to reach on time my work place with limited stops
Political struggle and budgetary constraint. The recent struggle between the City and provincial government over Green Line LRT has been depressive and wasteful. We definitely need to improve transit service in the Symons Valley area so the project should not be further delayed.
Increased crime around the BRT
Existing basic bus routes
NIMBY's. No development east of the route would create a 'bus to nowhere'.

What challenges do you currently face when accessing transit stops and stations in your area?

Waiting time
take too long time to get on bus, need express bus to downtown ASAP!
A little far.
It takes almost 2 hours by transit to get downtown from evanston
As someone who sometimes works at night, it is a challenge to get to the bus on time before it is very last departure. Probably extending the last departures bus would be very helpful.
There aren't any now so it's very hard to use
Very little bus service
-if the 1 block around train stops prioritized the people on foot getting on and off, I could catch that transfer, instead of being sent on a circuitous route to accommodate cars. Why can cars park beside the entrance but transit users need to cross the entire parking lot? Why do I need to go up & down multiple flights of stairs instead of crossing the street at ground level? Why do some sides of the intersection randomly disallow crossing? Why is the train stop separated from the bus stop by a 5-minute light cycle? - in Calgary's increasingly frequent extreme weather, it feels unsafe to wait at stops that don't offer protection from -40 wind chill or poor AQI days.
The walk from my house to the nearest transit stop is approximately 20 minutes in good weather, usually 25-30 minutes in the winter as most of the walk is on a hill so ice and snow make it significantly longer.
Dealing with the newly transplanted homeless population at the Tuscany station.
Too far away
Connecting lines and extremely long commute times.
Not enough bus services
There's no transit within a walking distance

Bus 82 which I use is pretty good. I wish schools that their students use the bus would have a separate bus for their students since they are very, very noisy and it gets way too crowded.
Little to no busses that get to stations easy
There is no bus service for our community. We have to walk to Nolan Hill Round about to take the bus. It's very difficult in winters. Please consider for families taking buses with infants.
Route 115 takes long to get to Tuscany LRT.
the transit stops are far away and requires car. I use the north point terminal to go to downtown and buses are always overcrowded in the morning
Limited transit buses and not so frequent.
Takes multiple buses and stops to get to the train station
No bus route in our area
Currently we have to use park and ride, quite bit travelling and going through traffic.
No train close to where I am
none
Distance and lack of connecting routes
The busses are always full during the rush hours in the morning and afternoon, there no personal space even for those who have seats. Also the time the busses come are not reliable, for example it might say the bus comes by 6:00 and someone might just close the app thinking that's the time the bus is 'truly' coming, the person starting heading to the bus stop to meet up with the said time just to see it leaving because it came earlier! In conclusion, I know there isn't a bigger bus available than the double ones but it would be great if at least 15 minutes later another one arrives and it doesn't have to all day, just the time of the day most people take the bus(mostly school mornings and afternoons). Thank you :)
There is not bus in my our and this community is growing so please bring the BRT ASAP.
No transit hence required to drive or cab for 12 km to reach closest lrt.
There is not much running services in my area except the on-demand. The on-demand is good if it were able to access more different areas.
Need big parking lots at main brt station or area
Waiting times and overcrowded buses in the morning hours
Security concerns, homeless and shipping carts along the route.
how the schedules don't line up, for example the city center bus arrives at north pointe and then my neighborhood bus is leaving by the time the bus even stops also waiting 30 minutes for a bus is super inconvenient and a waste of time
Um, transit service is to Evanston is terrible. it would be nice if our feeder buses actual went to a destination that we wanted to go to. instead, we need to walk through parks on icy paths to get to a feeder that transfers us to a full BRT that eventually transfer us to a LRT.
When it snows, the bus 129 has a snow detour and does not go by the stops in some areas in Sherwood.
The stops are cold, are often circuitous walks due to sound barriers and road design, and have bus bulbs, causing the bus to wait several minutes at stops with lots of traffic.
We have to walk all the way to Nolan from Glacier Ridge to catch the bus
Takes longer time to travel

Bus stations are 10 to 20 minutes away
Some bus stops don't have shelter so it's cold during winter
Sandstone and Macewan have no permanent bus connection to a C-Train station, resulting in really poor transit options outside of peak times.
C Train is too far away currently. Current bus routes aren't useful or practical for me or my family.
No walking paths from my side of Ambleton to 144. It is a 1 km walk just to get to 144, then another 0.7 kilometre to the nearest transit stop.
We only got on demand transit. It would be great if we get regular transit buses.
There is only on demand transit service as of now but would appreciate regular service
Walk for 30 minutes to get to the transit in Nolan Hill, 20 minutes travel becomes more than an hour if we miss the bus there, dangerous in winter
1 mile walk
Accessing is easy but since buses run the same roads as cars, traffic just delays everything.
The lack of snow clearing in the winter and lack of concrete between the curb and the sidewalk, my stop is currently just a sign in the grass
Very long walk
Glacier ridge doesn't have any single mode of transit .. please Glacier ridge west side any connection to red line LRT ..
The bus stop are little far especially considering upcoming weather and train stations are quite a bit far for people using public transport. If there is one dedicated just for a train station every 10-15 min during peak hours would help.
1 mile walk in winters is huge
Long walk to Nolan hill to catch a bus.
Overcrowding & lack of direct bus service.
The fastest Airdrie to post-secondary institution route there is takes a minimum of 1 hour and 45 minutes.
I'm living in Livingstoj NW. I don't have any bus station nearby, I have to walk at least 20 mins to access the bus stops. Also, The bus is always full at the first station so I wont be able to get into the bus frequently.
No traffic light on roads and it is hard to cross the road I order to catch the bus
We use on demand which is mostly full when we would like to book
Not enough bus shelters
Distance between stops
Limited service. On direct access to downtown or South & NE line.
Too far we need to walk 15-20 mins to be able to go to the nearest bus stop
Nearest bus stop is almost a KM away. With livingston expanding further more towards north, its almost impossible to walk to 144 Avenue during winter months.
Need to book on demand service which sometimes takes longer waiting time due to capacity issues.
We don't have any transit service in area and I have 9 month old daughter so booking on demand every time is not convenient and some times because of this I missed my older daughters extra activity classic and I am not driving so it became so harder for me.

Living in Livingston the transit options is limited also I am outraged by the province killing Greenline that could solve so many issues for the North.
Too far from home, not enough pedestrian crossings of major roads
student, many working family members and senior unable to drive taking long transit timee, asking ride produce more CO2 emissions, some people can't get job due to long commute, reply on food bank, family issues due to long commute, early childhood problems due to not seeing family together because long commute or no job
None
only 124 bus to 301, no bus to close c-Train stop
Lots of wait time. In winter it would be very difficult to wait longer
Right now in Livingston northwest getting so much suffer about transit because no single bus come in side community . Students and resident get so much hard time for go to school or go on work .
Need to wait longer for on demand services, and walk a far to catch the bus
Have to walk 15min to get to bus stop plus no bus frequency
No stop
The 115 is never on time and the bus stops often don't have shelters
N/A
Need to book on demand and wait for it
Very far
Too much druggie homeless disorder tolerated; current enforcement is very bad. Bus times are too infrequent and unreliable to consider using.
Cyclists running me down
Homeless encampments make safety a concern.
There are many. The closest transit stop from my place is almost about 2 kms away. It takes 1.5 hrs to reach downtown from my place which requires 3 bus changes and initial 2 km walk.
Snow walk days
There are few direct routes in the area, and the headways are not convenient for use within the local community.
No bus shelter or bench at my local stop. The 82 is almost always late (sometimes by 10-15 minutes) with no explanation. Only reliable connection to Brentwood from Nolan Hill via the 82, as connecting to Dalhousie via 129 or Tuscany via 115 would take more than an hour some times.
There is limited option for me. The quickest, closest, cost effective and only option i have is to drive at north point terminal, park then take the BRT 301. However, this route ahs been degraded significantly with shorter buses moving volume of commuters which have multiplied 10x since i was using this in 2015.
I live next to a bus stop. My property is trampled on because of the number of people using the stop once a day. It was never considered when they built a school across the street and the Board having students taking public transit. The solution is move the bus stop to an Island just west of my property, or reverse the bus route to have the school bus stop pick up and drop off students.
Driving to BRT station
Having to take a bus to the train

There are no bus in the glacier Ridge community, so we walk about 20 to 25 minutes to catch the nearest bus which is route/bus 82 servicing Nolan Hill
None
NIMBYism and long wait times for buses.
Currently in Glacier Ridge I can either catch a community shuttle to either Sage Hill Coop, or the Walmart, or I can walk 1.5kms to a less busy bus stop which is more direct. The intersections closest to us are supposed to have signalisation around the end of September which may help with the safe crossing of 144th to get in and out of the community. With winter coming exposure to the cold and snow/ice could make the commute more of a challenge as well.
Transit takes a lot longer than driving. Increasing frequency in service would help people take transit.
Quite far from communities such as Sage Meadows and Glacier Ridge. The On Demand service helps but feels a bit like a band-aid
None
There are new bus stops for the 82 and 8 on Shaganappi Trail at Hidden Valley, and they are difficult not only to access as a pedestrian, but are often skipped by bus drivers who are unaware that they exist. New Stations along big arterials should consider pedestrian connectivity to the surrounding areas in addition to everything else.
The frequency of bus coming and No train station available near Glacier Ridge
I do not access transit stops in my area as my destination is downtown and it is not convenient to get from Evanston to downtown in a timely manner.
Getting to downtown for work means 1 bus whose service is unreliable. And then transfer duration is anywhere between 5 min to 40 mins and then second bus. If we can't have reliable transport how can you expect us to contribute productively to economy?
the stops are too far away and it takes just as long to get to the transit hub (in country hills) as it takes to get to the university.
Don't access right now.
Cold in the winter and long waits
Nothing everything is good
No challenge accessing stops, but the journey to the nearest bus terminal is excessive.
Crime and feeling unsafe.
N/A
Do you have any additional comments that would assist the project team in developing concept plans for the 144 Ave N BRT-transit line?
Why not get BRT to closed C-Train station?
Have a direct route from center of evanston to c-train
Ensuring the times are helpful (not just for students), designs for bus stops, accessibility no matter the season/time.
No
No
Please give more accessibility to new communities like Glacier Ridge, Ambleton

I wish more lines and improved public transit investment would be a reality. It is hard (e.g. line connections, winter cold!) and very time consuming to get to places. We need to make transit lines effective so that they open doors to more people. Traffic in the north is already getting very heavy. Modern cities should not only be planned with cars in mind. For example: I commute from Evanston to Silver Springs by car and it takes me 15 minutes. How am I encouraged to take a bus if it takes 1h 40min one way?
Would like to future LRT
Ensure there's sufficient options of bus routes , verify frequency, encourage walking
Major terminal where multiple buses will stop would make more sense (i.e. north Pointe bus terminal)
Please put extra focus on safety as I see 144 ave as a narrow road currently.
No
Trains connecting to new communities. The more trains we have, the lesser the travel time to work. Will lead to reduction of car usage, reduced air pollution.
More the line to turn south at shaganappi trail instead of 37th.
No
If city can outline some plans we can review and provide feedback.
I think that there should be a train coming up towards North point.
maybe consider the extension of the line going to North of Sarcee Trail
As noted above more short transit busses to connect to this line will help.
I hope that all this route will be available
Please reach the concern about the traffic will increase next to Tuscany Station.
good luck and thanks for thinking about us northern calgarians that have been left in the dust for so long!!!!
Symons Valley parkway through Evanston was built to accommodate BRT. Evanston residents (20 year old homes!) were told it would be a BRT. However, the 144 Ave BRT take that BRT opportunity away from us. Re-think the routing so that Evanston can have some half decent service. over 90 minutes to downtown during peak times is unacceptable. >2 hours to get to medical appointments is even worse.. With no washrooms or concessions along those routes, those long commutes can sometimes be unbearable. When preparing any more plans for downtown, don't just look at connecting the dots on a map. Instead, look at the time it will take to travel along those dots. A commute from Evanston to Downtown should be closer to 45 minutes. Even doubling our fare to give us that faster bus service to downtown would be very attractive for us. Additionally, where is our park n ride by Sage Hill Walmart? even a park n ride would help! Instead, we drive most of the way to downtown just to get to a park n ride - that doesn't make sense. Closer Northern park n rides would make for more equity in that service.
Do not force the bus into any termini that are not at the end points of the route. MAX Orange has show us that stopping at termini is ineffective and reduces overall frequency and increases run times.
Nil
Have bus from Evanston to crowfoot station or any nearest train station
No
Please ensure that existing communities are adequately connected to the new transit lines.

The area has experience a huge housing and population growth in the last few years, but road infrastructure had not kept pace, leading to more congestion and more traffic noise. A BRT line could and should reduce these issues, if implemented smartly, but it could also exacerbate these problems if implement poorly. PLEASE ensure the BRT compliments the road and network by offering a useful and viable alternative to driving a car, WITHOUT impeding people who still need to drive their cars to go about their day. PLEASE don't install BRT only lane by commendereing an existing all road user lane, and please ensure the BRT's do not impede the flow of traffic for other road users. There should be rol for the BRT and other road users to share together, not restructuring to create preferential treatment for BRT's (or any other type of road user. This is from someone who regularly commutes by both car, bicycle (weather permitting) and C-Train. So I'm interested in ALL forms of transport, and am not biased toward just one form of transport. Thank you.
Provide sheltered transit stops along 144. The wind is terrible at times.
Please consider Glacier ridge as well.
The current route is not including the Glacier ridge community not sure if this can be modified to all the way to rocky ridge boulevard to C-train station
Develop it ASAP PLEASE.
No
Tuscany to Saddletowne BRT connection is needed while there are no new stations being built. Prioritize that instead.
BRT BRT BRT
Nil
Where there is no single bus , please provide them a priority ..
Please please proceed with it
Add several bus stop in Glacier Ridge
See above (LRT & transit to Crossiron and Balzac for future transit growth & sustaining CT "coffers").
Please consult the Airdrie City Council and the Airdrie Board of Youth Affairs as this preferential growth zone north of Calgary will be open to transit integration.
- please add BRT bus stop in Livingston -
Hope for green line LRT but for now frequent , shorter bus routes to get in UFC and downtown will do.
Will the project be phased with the Blue Line extension ?
BRT will help all community members in North
Same as question number 1 above I suggest extend the 144 Ave BRT to Rocky Ridge bus terminal or build a transit hub around the Rocky Ridge YMCA or Royal Vsita business centre
Please built platforms Considering long term vision. Make sure they are easily accessible & busses have dedicated lanes because normal traffic hesitates to yield to busses these days. (I am a transit operator for CT)
Hoping there could be a route from the area to the airport
Considering increasing frequency of 124 feom 30 minutes to 15 minutes
Please also consider the bus service accessing to the BRT-transit lines.

Please try to start work on this ASAP. We really need it. As community is developing to words 144 ave and Howse hills it will be convenient for more people if we get any stop near by.
"Beyond the points already discussed, here are some additional factors that the project team might want to consider when developing concept plans for the 144 Avenue N BRT-transit line:
Community Engagement and Partnerships
Involve stakeholders early: Foster a collaborative process by involving community groups, businesses, and other stakeholders from the beginning of the planning process.
Create partnerships: Seek partnerships with local organizations, businesses, and institutions to leverage their resources and expertise.
Address concerns proactively: Be responsive to community concerns and address them proactively to build trust and support.
Economic Development and Land Use Planning
Identify development opportunities: Identify potential development sites near BRT stations and explore opportunities for transit-oriented development (TOD).
Coordinate with land-use planners: Collaborate with land-use planners to ensure that the BRT route aligns with the overall vision for the area.
Consider economic impacts: Assess the potential economic impacts of the BRT route, including job creation, increased property values, and business development.
Sustainability and Resilience
Prioritize sustainability: Incorporate sustainable design principles into the BRT infrastructure, such as energy-efficient lighting, green roofs, and low-impact development.
Build resilience: Consider the potential impacts of climate change and design the BRT system to be resilient to extreme weather events.
Promote sustainable transportation: Encourage the use of bicycles, walking, and other sustainable modes of transportation in conjunction with the BRT.
Technology and Innovation
Explore technological advancements: Stay informed about emerging technologies in the transit industry, such as smart transit systems, contactless payments, and real-time information.
Incorporate innovative solutions: Consider incorporating innovative solutions to improve the rider experience and enhance the efficiency of the BRT system.
regular bus transit route ASAP
Direct route, please limit number of stops. Express bus!!
Do it asap
Please make this possible as soon as possible would be greatly appreciated.
Thats good project but right now more bus stop inside livingston northwest community
Can request to expedite the project.
None
Please make it have max style stations
BRT Right Of Way roads. More connectivity to the Airport
Fix the current system problems first before expanding.



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

No land available to have bus only lanes
Until safety of the neighborhoods can be guaranteed you need to stop expanding access to them. Take care of the safety problems first!
Direct connection to downtown is absolutely necessary.
It will be great if this extends
Adding bus bays and specialized traffic lights for buses would be nice to consider on congested roads like Symons Valley Parkway.
This proposal plan makes sense given the expansion in the NW communities and the lack of transportation options for residents of that community. I hope this plan is implemented faster.
Address the community bus stops that are not designed to handle more than a small number of passengers at a given time. When larger groups are taking transit, they infringe on “private property”, causing damage. If Transit, City, wants more transit riders, build transit stops around public spaces (including schools, recreation areas, etc) so they don’t impact the residents that live in these areas.
Start ASAP
None
No.
No
It's a bad idea, people from those communities already have buses that take them to desired location. Lots of people work remotely too, don't see a need for it, will not generate more revenue for transit, expensive experiment.
It may be worthwhile to build a transit way like the one on 14th St SW for the Max Yellow on 112th Ave or even Simons Valley Parkway. There is a lot of space there, and especially with the latter, the road is unnecessarily wide.
Make sure to build in on time and have surplus money incase the project gets expensive over time
S
Express buses direct to downtown would be greatly appreciated by so many of us in these communities.
Something at Symons Valley and bedding tonight area, connection evanston and creekside area to major routes and faster connections to let lines. A possible brt lines on bedding ton trail
N/a
No
Security patrols given the remote location + dark winter nights
Clock-faced headway and seamless transfer to other routes is key to attracting transit use. Personally I have multiple experiences of missing a depature of route 124 after getting off from route 301 that made me waited for 40 minutes. This makes transit use not reliable and hard to plan trips.
Start the project soon get the new service running

How would you prefer to access transit stops and stations in your area?



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

SHORT walk-through lighted pathway with snow and ice clearing. Encountering coyotes and icy patches in the dark on the way to bus stops is not safe.
I would like to be able to walk there, or if inhave to drive, then there is a park and ride for my vehicle. Some form of train service would have been nice as transit becomes a little unreliable when it snows.
Express bus.
By car as I would have to drive from Airdrie

Social Map comments

We live in Sage Meadows , would like to see express bus to downtown
I want to req. if possible have a stop near by Evanston drive going to c train
[redacted]
Bus deaired
Transit is important for ease in commute
Need more access to transit that doesn't take more than an hour minimum to get anywhere
I encourage BRT route to downtown and/or Calgary Airport
Need transit
Nolan hil
Easy access to chinatown
Bus needed
The nearest bus terminal to go to downtown is at Harvest Hills (North Point Terminal) which is 7 km away. There is no direct connectivity to Downtown Calgary Access to nearby communities (Carrington, livingston, Sage hill, Panorama, Royal Oak) through public transit is limited
I need public transit from Sage Meadows to university of Calgary
Routes to public transportation
Population has grown train is needed and more buses and bus routes.
Need a bus stop
brentwood station



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

transit required
Need a public transit directly going to downtown Calgary and airdrie.
Long walking distance to bus stop
Make transit better
Nolan hill to YMCA rocky ridge
We need transit options for our kids to get to their catchment high school of Crescent Heights. We can't wait 30 years for solutions.
Livingston area
Home
There's no transit access here
Want to go to beacon for work and shopping in winter since there is lots of things in this area.
Need bus for winter to get from home to work
Sweet home
Sweet Home
We had raised our concerns about encampments, graffiti and homeless next to Tuscany station to our Councillor Sharp. She supports all efforts to improve public safety. Still is a lot of room to improve safety in the area. How this project will be reach the security along the main points like Tuscany Station?
Concerning about security with this new project. Already a lot of homeless and security issues without getting resolve closer to Tuscany Station.
up north it's hard to access a lot of things because we are so far away from lrt options
20 Sage Bluff Road NE
BRT BRT BRT is must
BRT stop on walking distance to connect with Tuscany LRT is required
Require BRT on walking distance
This BRT is useless, serves no purpose to get Evanston residents anywhere in the city in a reasonable time. Current time to downtown is over 90 minutes EACH WAY when traffic and weather are good. 90

minutes is UNACCEPTABLE and a terrible way to make people want to consider transit. Standing for most of that time on the 301 is terrible. Even if we ever get a LRT to northpoint, the travel all the way from evanston to the northpoint station then along the LRT would still take forever. The 144 BRT will make that commute even longer because you will obviously take away the 115 which is our current only way that we can avoid the 301 chaos to downtown. WE NEED A ROUTE FROM SYMONS VALLEY PARKWAY IN EVANSTON to go down BEDDINGTON to CENTRE STREET to DOWNTOWN. Please re-think all plans for transit for Evanston and give us some sort of half decent option. These homes are over 20 years old - basic reasonable transit to downtown is needed."

Here

It would be important for the north to have accessible access yo the airport

Near this area would be important to have one of the first/last stops of the route

[redacted]

Keep up the great service

It would be great if there was a bus route for Ambleton.

Work

This is way to far to walk to the bus stop.

The glacier ridge a growing community badly needs a transit going downtown

78 Ave Terminal has many buses that go there

Sandstone

BRT to Tuscany station

High school / university students needs transmit to nearby YMCA and LRT station

Transit is must against city property tax

Need rapid transit to downtown. Green Line would have been great, but I'll be retired before that's built.

Shane home YMCA and Tuscany Red line LRT station to have commute

Need rapid transit to downtown. Shouldn't have to drive 15 min to take the train or bus.

Tuscany Redline LRT station - Glacier Ridge community , north of nolan hill

Too far for my kids to walk to and from the nearest bus stop in winter or rain. Very poor planning on the city's part to approve neighbourhoods/development and not have transit planned and in place to accommodate.
built community driving to north point terminal and transferring bus to downtown
We live here
Glacier Ridge - Request for Public transport and BRT
Need BRT
Need transit bus service from Glacier Ridge to Dalhousie LRT station or other nearby LRT station
Need transit bus service from Glacier Ridge to Tuscany LRT station or any other LRT station.
I need transit service from Glacier Ridge. Ideally, a direct bus service connecting to an LRT station, such as Tuscany or Dalhousie, would be preferable.
[redacted]
Hope to be able to access CTrain in a reasonable time.
Need easy transit from Glacier Ridge to University of Calgary
We live in Glacier ridge the new community and would like transit to Foothills hospital
We live in Glacier Ridge and need BRT service to get access to LRT
It would be nice to have a bus stop in Glacier Ridge
I am writing to express my concern regarding the current lack of sufficient public transport options within our community, especially following the cancellation of the Green Line project. As residents, we were highly optimistic about the benefits the Green Line would bring, and its termination has left many of us disappointed. Now, more than ever, we urgently need better public transportation infrastructure, such as new bus routes and bus terminals, to connect us with different parts of the city. Many residents rely on private vehicles, but not everyone has that option, and even for those who do, it's not an ideal solution in the long run. Improved transportation would enable us to commute to work and explore the city more conveniently at various times of the day. I sincerely hope that in the near future, we will see significant progress in addressing these concerns, with practical plans to enhance our community's accessibility and mobility.
We need bus service



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

Need access to transit
BRT is important to go for daily access to LRT Red line from Tuscany station.
From Glacier Ridge to Tuscany LRT station rapid transit is requested.
Rocky Ridge YMCA is important to commute from Glacier ridge
Bus transit to LRT station is very essential as this community also pay taxes.
Please provide BRT Route to Glacier ridge community
Need a very fast and efficient connection or express bus from Evansridge to downtown.
Only one bus goes there and only one way. There should be an express bus from here to downtown or from here to the train stations.
Route ahead is welcome
Costco
Grocery
Downtown
University
School
Much needed transit service
This is where I live
It is must to have BRT for community well being.
BRT on 5mins wal preferred
I need nearby bus stop
The downtown area and university routes should have more feasible options in next 2 years.
I live in glacier ridge and a bus route and connectivity would be great.
We want a nearest bus stop
Student transit to UofC



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

Stop required near Glacier Ridge community
Please have transit bus come in the glacier ridge community since it's a 2-25 min walk to Nolan Hill
Need Bus service
N/A
Please consider Glacier ridge section towards Sarcee trail ... Nolan and sage hill both communities already have transit ...
Where I live
My university
An Rapid Transit Bus Route that would extend to south Airdrie would be beneficial and reduce Deerfoot congestion.
Fix this road alignment and resolve the traffic choke point
A bus transit close here besides 124
A connection to lrt to travel to downtown
Home
We need transit to go to jnivery
Transit Stops within Ambleton is required, Also a traffic light required on the 144 ave NW road with interception with Ambleton Street and Evanston Hill.
I like having the transit BRT going along 144th. Having better access yo the airport I think is important and ideally should be BRT and train station. With the new neighbourhoods being built further west along 144th, I think the drawing went south to Tuscany too quickly and should go for the new neighborhoods north of Royal oak. 114 already does royal oak.
I like to bus to this area to shop. there's already one bus route that goes there but more buses is always good
115 is infrequent and often nowhere to be seen while 82 is quite crowded, but very convenient. The recent connection to North Pointe has been long awaited but a great step! A quicker connection to Tuscany would be nice, but for me wouldn't be much more convenient than just an improved 115 service with greater frequency or on routes like 82 to Brentwood, which already has many opportunities to



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

transfer. I would appreciate the greater frequency and better connections to the NE with this BRT, but the Brentwood connection would ultimately be a lot more useful.
Very excited for this project!
Replace all three routes in Rocky Ridge & Royal Oak 144 Ave N BRT extension to Rocky Ridge bus terminal
[redacted]
[redacted]
BRT to downtown for daily commuting is essential for the increasing population
Need bus service as On Demand is often full.
No convenient way to use transit to go to SAIT from north central Calgary
Getting to SAIT (or any of Calgary's post-secondaries) is not at all convenient
More transit in Livingston, and don't just serve to downtown. Other employment/student areas too
Need more accessible transit for carrington nw to the universit of calgary
Direct connection with crowfoot
The bus route should be extended to pass by Glacier ridge since there is no bus route in the area
The bus route should be extended to pass by glacier ridge since there is no bus route in the area
I take transit here to catch a bus to continue my East/West journey
It would take me two buses and 45 minutes to get to Nose Hill Park by transit. Not everyone in North Central Calgary drives :S
Visit my parents--I have to travel for about an hour because Nose Hill Park and the airport don't make E-W transportation easy for North Central residents.
Why don't we have an express bus route down Country Hills Boulevard? It would connect East and West shopping centres and also make it easier for North Central residents to access NE and NW communities. It would span decades old, established communities that are already poorly served by transit. It takes North Central folks too long to get anywhere by transit.
Livingston NE



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

wish there was better transit bus instead of #119
Need shortest route to Brentwood or SAIT LRT station
North Point Terminal
Need a dedicated train to the north. BRT is a bandaid solution.
Need transit for high school students
This is where I live
a few bus routes and the c train station near by
I work in downtown and would rely on BRT
Bus
Bus
Bus
Bus
Bus
Bus Route
Bus
Need public transport to downtown/ C-Train station.
I wish there was a way to reach the airport from NW.
Need better transportation services
Need transit
Airport
School
Market mall
Resident



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

Downtown Calgary
Need transit
M.
I'm concerned about the increased traffic of BRT busses going past my street and endangering my children who cross the street to catch the school bus.
Would love to see a transit system put in place instead of the on-demand transit.
Please bring BRT
Where I want to go
Lucas way
Address not showing in list. [redacted]
Work
Resident
Airport, downtown,NE and SE areas
?
Rapid bus to LRT station
Need a bus service.
Public transit
Bus route
Getting from Sage Hill to Edmonton Trail and [redacted]
Getting from Sage Hill to Edmonton Trail and [redacted]
More and better bus service needed. Overnight Buses are also needed throughout the city
Lots of shops here
On time buses necessary
A good place to go



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

Home
Always happy to have transit improved.
Carring Point
Genesis centre
Beee transit
Would love transit access
Thanks for the BRT
Need bus service
Livingston
Closer transportation
Better connections to downtown!
My house
Build the bus route like what they have on 17th Ave on international Ave.
Access to Calgary DT is absolutely required to cut the commute time and diminish the rush hour.
Connectivity to downtown is absolutely required.
Want a bus route
Work
Home
Movie Theatres/Shopping
Home
The only BRT route now (301) is becoming congested and unable to take demand. This alternative BRT will truly alleviate current concern on existing BRT 301 route
Royal Oak traffic is high, because of facilities, heavy trucks, etc. transiting and poor design decisions by City of Calgary. Royal Oak Way bus stops as an example will not be impacted? A bus stops adjacent to schools (students from Glacier Ridge, Evanston) cannot handle the number of students (up to 30

passengers) waiting, standing on my private property causing damage. Move the bus stop or change bus direction to go opposite Direction and have it stop at the school (William Pratt) where the bus stop was originally located. Bus 158 starts at Tuscany station and returns there. Have the BRT go to Crowfoot or Dalhousie stations instead.
Easy access to the north corridor and airport
My friends in middle of hard to reach by transit
House
Please
Connect with NW Carrington Livingston
Need connection with NE and City Center
Brt would be useful for getting to north parts of the coty
Hi. May I suggest to have a direct bus traveling from this area to the nearest train station. Rather than going to North Pointe and take another bus just to go to SAIT
Home
Classes
Being in the far NW means that it takes at least a community shuttle, bus, and a train to get to work. Having some more direct options would be amazing, or having options with earlier route start times.
We frequent Panorama Hills, but there isn't a very direct way to get there from Glacier Ridge currently.
Having easy to access transit to get around the North as well as alternatives to taking the train to get downtown would be nice.
BusStop in Ambelton, kids have to walk out towards Evanston for the bus.
Uni
Home
Downtown
Home
seamless, no transfer C-Train access is vital.



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

Direct access to the International Airport would be extremely handy, especially if a C-Train connection ever happens.
Home
Beacon Hill! Mainly the pharmacy, but there are plenty of other shops that would be nice to have easily accessible.
The Rocky Ridge Y is a place which I'd like to go more often, although I don't know how I'd get there through transit.
I've never been out to Livingston. I'd love to check it out sometime if there were rapid transit
Hidden Valley
Please have some bus stops right in front of the Verona West neighbourhood. We also need train station in the North side of Calgary. There are many train station across West side, East side, and South side but there's no train station anywhere around Symons Valley, carrington, kincora etc.
I really want the bus route on the 144 ave NW and Shagnappi trail which will be easier for the glaicer ridge residents to take the bus from
Currently driving to Center Street [redacted] Ave terminal to catch a bus downtown along with several other people from Evanston and surrounding communities. We need direct express bus routes from Evanston to downtown especially Mon-Friday. There are no express bus routes from any of these north communities making transportation to downtown very long and difficult. Transportation out of downtown on select buses such as 301 is very difficult as buses are often full before they leave downtown resulting in having to wait for several other buses to come before there is room.
90 mins to get to work downtown
Takes 90 minutes to get to work, downtown from evanston
Hse
Work
Map
It currently takes 1h 20m to get to the university, a 20min drive, from Evanston. This is unacceptable. We are decades behind other cities. It's embarrassing.



144 Ave N BRT Functional Planning Study Phase 1 Appendices – Verbatim

November 2024

More major corridors, e.g., Beddington Trail and Sarcee Trail should be utilized to provide rapid transit service to downtown and core areas. Additional infrastructure encouraging walking and rolling to access rapid transit service on these corridors should be constructed.
We need buses going to universities.
Nose Hill Park needs to be made more accessible via Calgary Transit and cyclists from users coming from all areas of the city. For example, a single line down the entirety of 14th St would create much better North-South connections to Nose Hill as well.
Extend pathways to bus stops so cyclists don't have to go on busy roads to catch a bus.
Connect line to airport... there would be at least two connections required from the east end of the route to get to the airport
School
Entertainment
Work
home