

144 Avenue N BRT Functional Planning Study

Phase 1 East Leg: What We Heard Report

November 2026

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Project overview

The City is completing a functional planning study for the 144 Avenue North BRT – East Leg, which would extend rapid transit service from Centre Street to Saddletowne Circle in northeast Calgary. This study will look at route options, station locations, roadway improvements, walking, wheeling and cycling connections to stations, and key connections to the broader transportation network.

Building on what we heard during planning for the West Leg, we have developed a proposed plan for the East Leg and we are looking for feedback before it is finalized. If you'd like to learn more about the work that was done for the West Leg of the project, please see the Phase 3: West Leg What We Heard Report.

This study

The City launched a functional planning study for the 144 Ave North Bus Rapid Transit (BRT) corridor and Symons Valley Transit Terminal. This study aims to improve transit service and connectivity in north Calgary, focusing on the growing area's future mobility needs and constraints.

The 144 Ave N BRT will serve as a vital cross-town route, linking major transit lines like the Red Line LRT, the Blue Line LRT, the future Green Line LRT, and the Shaganappi BRT route. The goal of the BRT functional planning study is to deliver a safe, reliable, and sustainable transit service that effectively meets the community's future mobility demands. Once complete, the functional planning study will provide a recommended functional plan and cost estimates, protect the necessary right-of-way and will support the business case to acquire funding for subsequent design and construction.

The functional planning study will also address the future Symons Valley Transit Terminal; a key part of the Symons Valley Centre project, phase one and two, set to be built in 2028. This terminal will serve as a major transit hub and will support the future 144 Ave N BRT and several local bus routes. Planning for the

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144 Ave N BRT will be closely coordinated with the Symons Valley Centre development to ensure that the terminal operates smoothly and integrates effectively with the planned transit services.

Through this functional planning study, we will:

- Engage with the public and key audiences to understand opportunities, constraints, needs, concerns, and ideas;
- Develop a recommended design concept for the 144 Ave N BRT corridor including the BRT route, station locations, transit service access, priority measures, and land requirements;
- Recommend the preferred design concept for the Symons Valley Terminal including access to the transit terminal (walking, wheeling, driving, etc.);
- Determine the phasing and cost of the project.

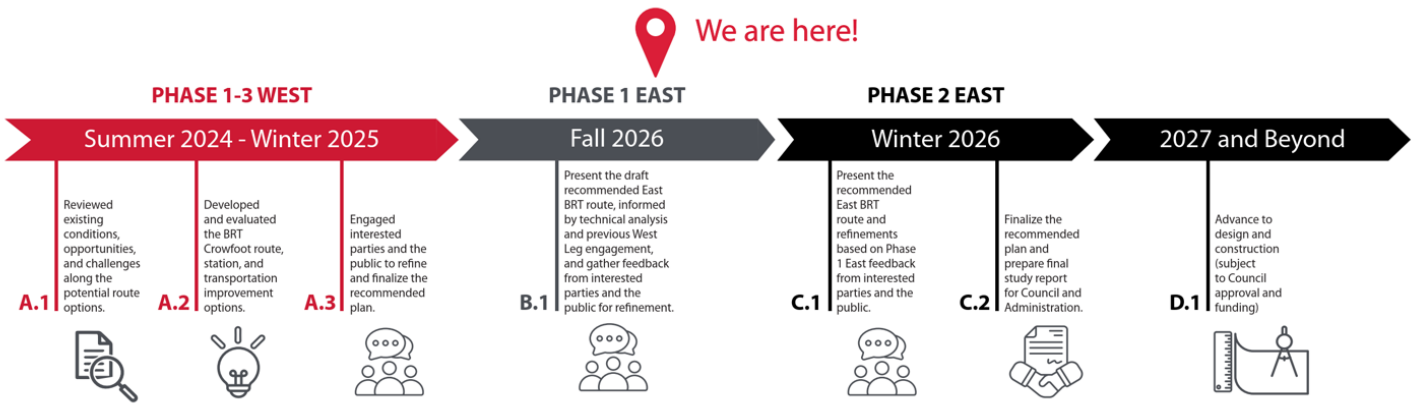
Engagement approach

Through this project we are engaging with interested parties and the public at a 'Consult' level on The City's Engagement spectrum. This means we are gathering feedback from participants through events and online opportunities to analyze issues and explore alternatives. By consulting with the public, we aim to understand and consider their concerns in the functional planning process.

Engagement phases

In Fall 2026 we engaged with the public to gather feedback to develop a recommended plan for the 144 Ave N BRT.

The engagement process for Phase 1: East Leg included presenting the draft recommended East BRT route informed by technical analysis and previous West Leg engagement and asked the public for their input on the proposed stops and stations.

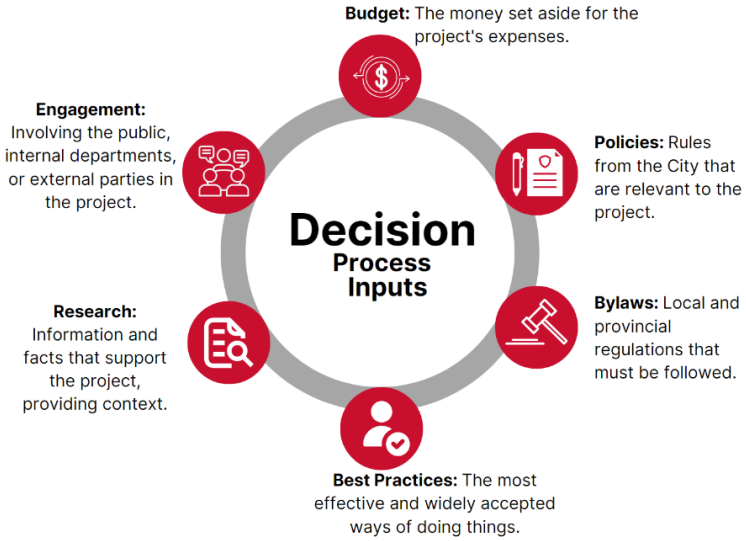


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How participant feedback will be used

Public input is essential for creating a functional plan for the 144 Ave N BRT Functional Planning Study that aligns with community needs. Feedback from **Phase 1: East Leg** will be used to help the team refine the plan for finalization. It is important to note that technical data, policies, budgets, and best practices will also inform concept options and ultimately, the final plan.



Phase 1: East Leg engagement and communications overview

To gather feedback from the public for Phase 1, we hosted the following events and opportunities.

Online feedback form (open September 9 – October 2, 2026)

- 5,031 website views
- 79 contributions from participants

In-person events

- **Skyview Ranch Multicultural Summer Festival Pop-Up**
  - Saturday, September 12
  - Approximately 107 participants
- **Chalo! Freshco Pop-Up**
  - Sunday, September 13
  - Approximately 236 participants
- **Genesis Centre Pop-Up**
  - Saturday, September 19
  - Approximately 121 participants
- **Livingston Hub Pop-Up**

- Friday, September 25
- Approximately 50 participants

Getting the word out

Engagement opportunities were advertised and promoted in the following ways:

- Geotargeted social media campaign to communities and commuters along 144 Avenue North.
- Digital advertisements posted at all Light Rail Transit (LRT) and MAX bus stations throughout Calgary.
- Engagement coroplast signage posted at 40 bus stop locations across north Calgary, near 144 Avenue North.
- Curbex signs were placed in 12 locations in the communities of Cornerstone, Redstone, Skyview Ranch, Saddle Ridge, Livingston, and Cityscape. Curbex signs were posted for a total of four weeks and included translated Punjabi text.
- Pattison Digital Signs: To reach transit users in north Calgary, advertisements were placed at all applicable LRT station screens, the Falconridge BRT station, and Max Orange (NE) BRT Sunridge route (targeting drivers from 16 Avenue heading East to Falconridge and Saddletown). Pattison advertisements were online for one month and was estimated to deliver 1,700,757 impressions.
- Targeted interest-holder communication to Community Associations, City Council, and schools near 144 Avenue North.
- Printed project business cards distributed at engagement events.

What we asked/what we heard

This section is a summary of high-level themes that were identified through feedback we gathered during Phase 1: East Leg.

For more details, see the **Detailed summary of feedback** section of this report and the **Verbatim comments**.

High-level themes

During the Phase 1: East Leg engagement, we gathered public feedback and identified the following key themes.

	**Strong demand for additional stops in growing communities** Strong support for BRT service, specifically mentioning the need in growing communities of Cornerstone, Lewiston, Lewisburg, Livingston, Redstone, Skyview Ranch, Cityscape and Glacier Ridge.
	**Support for the proposed route and quick implementation** Many respondents saw the need for more transit availability with appreciation for key connections and quick implementation.

	**Desire for faster and better-connected service** Respondents emphasized the need to ensure BRT provides rapid service, frequency and reliability to reduce lengthy trips compared to driving. Noted the need for better connectivity to transit hubs and connections to key destinations such as Saddletowne, shopping centres, grocery stores, future schools and employment areas.
	**Improved access and connections to BRT** Some were concerned about long walks to existing stops and gaps in local bus service making transit a less appealing option. Many expressed a need to have convenient connections to existing routes to ensure accessibility and an integrated transit network.

Detailed summary of feedback

In-person feedback

Pop-up Events

The project team hosted four pop-up events in the project area to gather input from the public. These in-person events were held at Skyview Ranch Multicultural Summer Festival, Chalo Freshco grocery store in Cornerstone, the Genesis Centre common area, and the Livingston Hub. Below is a summary of what we asked and what we heard at the events.

What we asked:
Do you see any challenges with the proposed locations?

What we heard:

Skyview Ranch

- Several respondents commented about bus shelters - they are not heated, Cityscape bus stops have no shelters, and one person noted a bus shelter was in place in Skyview but there was no current bus service.
- A few were concerned with the lack of garbage bins at existing bus stops.
- Some wanted to see better connectivity and quicker service to desirable areas such as CrossIron Mills mall, the University of Calgary, and the airport.
- Many were concerned with the timeline of implementation for the routes.

Chalo Freshco

- Several respondents were pleased with increased bus service in the North.
- Many people preferred more aspects that aligned with option 1 (via 128 Avenue NE) while one comment supported option 2 (Country Hills Boulevard NE).

- A few mentioned an inconvenience around purchasing bus passes – youth bus passes sold out, and low-income fair entry location moved.

Genesis Centre

- There was overall preference for option 1 along 128th. One person noted that Country Hills already has a lot of bus route service options.
- Desire for expanded bus service to improve overall network coverage.
- One respondent was concerned about congestion on Metis Trail once 60 Street is built.
- Interest in connections that better serve travel to work and shopping destinations such as CrossIron Mills/Balzac.
- Strong interest in better connections to the airport, employment areas, and shopping centres.
- General comments about service reliability, bus shelters, and negative bus experiences while on board.

Livingston Hub

- A few comments focused on a personal preference to improve specific existing bus routes.
- A few suggested using Country Hills Boulevard as an interim route to 128 Avenue.
- One comment suggested a stop at 16 Street to connect with Rapid Bus 137 serving Carrington, with a preference for the route to continue through 144 Avenue.

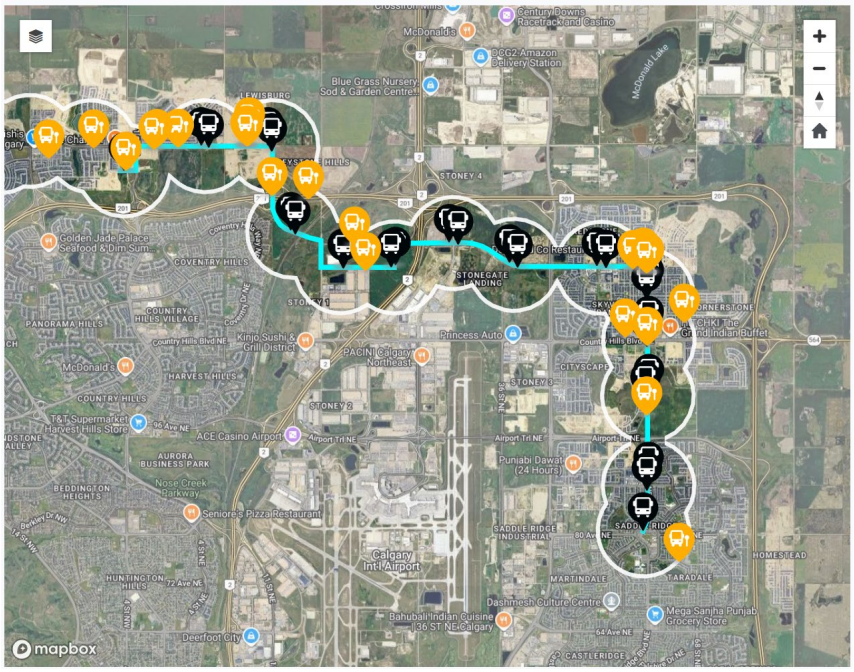
Online feedback

An online feedback form was available from September 9 to October 2 to gather input from the public. Below are the questions we asked and a summary of the 79 responses we received through the online portal.

What we asked:

1. Do you see any challenges with the proposed station locations?
2. Are there any missing sidewalks, pathways, crossings, or connections that would make it easier to reach the proposed stops and stations?
3. Is there anything else you would like the project team to consider for the East Leg of the project?

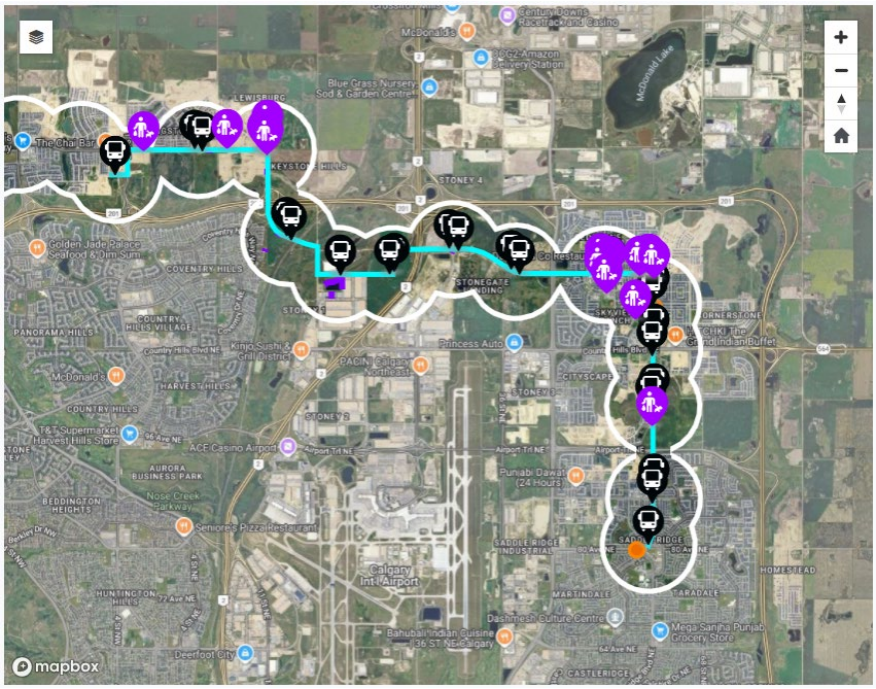
Question 1 – Do you see any challenges with the proposed locations?



What we heard:

- Many respondents wanted additional stops to better serve growing communities, particularly Lewiston, Lewisburg, Cornerstone, Glacier Ridge, Livingston, and Cityscape.
- Some were concerned with the walking distance to existing transit, gaps in the local feeder service and lack of infrastructure to accommodate a station.
- Many respondents expressed the need for stops near new shopping areas and the future Livingston high school.
- Residents want the BRT service to be quick and reliable. Some suggested using 128 Avenue or Stoney Trail rather than 124 Avenue and local roads to keep the BRT direct, efficient, and competitive with driving.
- Several asked for better integration between the BRT and existing or future transit, including Saddletowne Station, local feeder routes, and future LRT service.

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



What we heard:

- Some respondents identified a need for additional walkways/pathways, particularly connections to 144 Avenue and 11 Street NE and to the proposed route from surrounding streets.
- A few comments suggested that current bus access requires lengthy walks which makes it challenging to use transit.
- Improved pedestrian connections could make transfers to existing bus routes easier and more convenient.
- There was interest in stops along 128 Avenue and Cornerstone area for better connectivity to existing transit and overall accessibility.
- Respondents thought it was important to have safe, direct connections to nearby shopping, services, businesses, and surrounding communities.

  Note: Many respondents provided general feedback about the project using this map, rather than identifying gaps in the proposed pathway and bikeway connections.

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

- Many respondents wanted stops close to growing residential areas especially in the communities of Cornerstone, Cornerbrook, Lewiston, Livingston, Skyview Ranch, Redstone, Evanston and 128 Avenue NE/60 Street NE.
- It was important for many to prioritize connections to downtown, shopping areas, schools, grocery stores and other transit routes.
- Several comments asked for more frequent, reliable service, including evenings, adequate bus capacity, and an accelerated project timeline.
- A few wanted adequate shelters as well as year-round walking and cycling infrastructure.
- Some were opposed to prioritizing the connection towards Saddletowne and would rather see connections that would better serve the northwest communities or destinations further south (downtown).
- One respondent raised concerns about rising criminal activity and traffic noise and speeding on 144 Avenue in Evanston and requested high walls along 144 Avenue NW to minimize noise.

Next steps

The feedback we received and summarized in this report will be considered by the project team to complete the plan. The final plan will include recommendations, implementation timelines, BRT station locations, roadway improvements as well as pathway and mobility enhancements. We will reveal the final plan in January 2027.