

The City of Calgary

# Fish Creek Transit Service Review

Engagement Report | June 2026

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## Introduction

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A transit service review (TSR) is a detailed review and redesign of a section of our bus network. It looks at a specific area with existing bus routes and makes adjustments to improve the area's overall service.

Our goals with any TSR are to:

- Improve connections to schools, employment areas, and other major destinations within and outside the area.
- Use resources responsibly by reducing duplication of or overlapping service.
- Ensure that future growth or changes in the area can be accommodated.
- Connect local bus routes with the Primary Transit Network - frequent, direct, reliable all-day service that connects to the many important destinations throughout the city.
- Align our service with the principle outlined in RouteAhead, our 30-year planning guide.

RouteAhead is our 30-year planning guide that outlines how we invest in and plan transit service today and into the future. It prioritizes creating a fast and frequent network that supports the needs of Calgarians. Our Transit Service Review process aligns with the following RouteAhead directions:

- |                      |                                                                                                                        |
|----------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>Direction N1</b>  | Increase frequent transit routes to build the Primary Transit Network.                                                 |
| <b>Direction N2</b>  | Shift the citywide transit network towards a frequency-oriented, all-day, connected grid.                              |
| <b>Direction N7</b>  | Contribute to long range planning to ensure alignment with City and regional plans.                                    |
| <b>Direction F2</b>  | Increase the efficiency of service delivery.                                                                           |
| <b>Direction C2</b>  | Make it easier for customers - including new users, occasional users, and visitors - to understand and use the system. |
| <b>Direction C5</b>  | Make it easier for customers to find the next bus or train they are connecting with.                                   |
| <b>Direction C15</b> | Make connections more convenient                                                                                       |

Achieving these objectives is also shaped by the need to stay within a budget of available service hours.

As a result, not all route changes will result in achieving all of the above benefits, nor is it possible to distribute them equally across the network. To stay within budget, project staff need to identify areas where efficiencies could be realized to offset some of these costs. This

could take the form of reducing duplication of service, while service on some lower ridership corridors could be reduced or even eliminated. These efficiencies would then be reinvested back into the network to provide improved service elsewhere. In all cases, we worked to minimize coverage losses and ensure most customers remained within a convenient walk of transit service.

The purpose of this document is to outline how public feedback collected through the engagement process was used in shaping the plan, including specific changes and outcomes.

## The project

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The Fish Creek Transit Service Review modifies service for most of the south-central Calgary area generally centred on Fish Creek Provincial Park. Twenty existing bus routes were included in the review. There were a number of key objectives to this TSR:

- Create bus connections across Fish Creek to build out a more functional transit grid in south central Calgary.
- Better align the network with schools and major destinations other than downtown.
- Accommodate recent and upcoming new growth.
- Align routes with the primary transit network (PTN).
- Invest additional service in South Calgary (new and existing service).
- Create potential to connect to the Taza development on Tsuut'ina Nation.

These objectives align with high-level strategic direction in RouteAhead as well as local, context specific requirements.

## Plan modifications

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The input collected from the online survey has been analyzed and reviewed in the creation of this report. Feedback received was considered and incorporated into revisions and adjustments to the plan.

A key challenge in the plan was to reconcile the views, issues, and concerns of customers within the framework of project objectives and budget. As stated above, some of the difficult decisions that needed to be made reflected balancing the needs of one area or group of customers with those of another. Thus, it was important for us to understand through this engagement why respondents felt a certain way about a proposed route change, and to understand the underlying aspects of the transit service that were most important to them.

This is also reflected in many of the outcomes and final routing decisions – although the outcome may not reflect the individual expectation of the person providing the comment, the project team did review, consider, and incorporate as many of the key elements behind that comment into the plan while still meeting our overall objectives

## Engagement

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### Engagement purpose

The purpose of the engagement was to raise awareness and receive feedback on the proposed route changes to ensure that they support a positive transit experience for riders, and so that Calgary Transit can share information as a way of effectively managing this change and supporting riders in using the new routes.

### Engagement overview

As the over-arching direction for the Fish Creek TSR was based on the principles and priorities in RouteAhead, the design of any proposed changes was rooted in that direction and in improving the city's transit network in the long-term. Along with this direction, final decisions relied on learning how the proposed changes would impact current and potential Calgary Transit customers.

In March and April 2026, Calgary Transit conducted engagement on the proposed changes, for local transit riders to learn about the proposed changes and provide feedback on the proposed area network.

Engagement included an online survey, open from March 2 to 30, and two open houses, which provided an opportunity for in-person and in-depth discussions between Calgary Transit and impacted customers.

Participants were asked to review and comment on both the overall proposed area network, and on proposed route changes that were specific to routes they currently use. Information was presented based on existing routes and important destinations in the area, like schools.

### Engagement promotion

Promotion for the in-person and online engagement included printed signage at busy bus stops, in-app messaging in the Transit trip planning app, social media, and online information on the Calgary Transit website.

## Participation and technique summary

### 1. In person engagement

Calgary Transit hosted two open-house sessions to speak directly with impacted customers:

- March 24, 2026, 5 p.m. to 8 p.m. at Cardel Rec South, and
- March 28, 2026, 10 a.m. to 2 p.m. at the Trico Centre for Family Wellness.

Sessions included the same information and materials as the Calgary Transit website, with Transit Planners and Schedulers present to speak with attendees. Attendees were also given hard-copy versions of the survey to complete in-person, which were incorporated into the summary section below.

### 2. Online engagement

From March 2 to 30, 2026, the Transit Service Review page on Calgary Transit's website received 5,746 views. The Fish Creek TSR page received 1,933 views. In total, there were 639 responses to the survey.

The website provided some project background and outlined the proposed routes, along with the existing routes that would be impacted. Each proposed route map included a brief description of the route and potential customer impacts.

At the bottom of the page, participants were invited to provide their input on the new routes and overall network through Calgary Transit's online survey.

Participants were asked about demographic information, their current use of transit, route-specific feedback, and feedback on the overall area network.

#### Engagement questions:

1) What community do you live in?

2) What bus route(s) do you currently use? <<select all that apply>>

- |                                                      |                                                             |
|------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> 10 - City Hall/ Southcentre | <input type="checkbox"/> 35 - Lake Bonavista/Canyon Meadows |
| <input type="checkbox"/> 11 - Southwest Loop         | <input type="checkbox"/> 37 - Canyon Meadows                |
| <input type="checkbox"/> 12 - Southwest Loop         | <input type="checkbox"/> 44 - Deer Ridge                    |
| <input type="checkbox"/> 14 - Bridlewood/Cranston    | <input type="checkbox"/> 52 - Evergreen/Somerset            |
| <input type="checkbox"/> 28 - Deer Run               | <input type="checkbox"/> 56 - Woodbine                      |
| <input type="checkbox"/> 29 - Queensland             |                                                             |

- |                                                       |                                                             |
|-------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> 63 - Alpine Park             | <input type="checkbox"/> 125 - Cedarbrae                    |
| <input type="checkbox"/> 78 - Sundance/Lake Chaparral | <input type="checkbox"/> 126 - Breaside                     |
| <input type="checkbox"/> 81 - Macleod Trail South     | <input type="checkbox"/> 167 - Legacy                       |
| <input type="checkbox"/> 83 - Parkland                | <input type="checkbox"/> 194 - Chaparral Valley/Wolf Willow |
| <input type="checkbox"/> 102 - Millrise/Silverado     | <input type="checkbox"/> Other                              |

3) Which bus route(s) would you like to provide feedback on <<select all that apply>>

- |                                                   |                                           |
|---------------------------------------------------|-------------------------------------------|
| <input type="checkbox"/> 10 - Macleod Trail       | <input type="checkbox"/> 81 - Highfield   |
| <input type="checkbox"/> 18 - Shawnessy           | <input type="checkbox"/> 83 - Parkland    |
| <input type="checkbox"/> 25 - Fish Creek Crossing | <input type="checkbox"/> 102 - Midnapore  |
| <input type="checkbox"/> 28 - Fairmount Drive     | <input type="checkbox"/> 103 - Braeside   |
| <input type="checkbox"/> 29 - Bonaventure Drive   | <input type="checkbox"/> 107 - Evergreen  |
| <input type="checkbox"/> 30 - Wolf Willow         | <input type="checkbox"/> 112 - Bridlewood |
| <input type="checkbox"/> 31 - Lake Chaparral      | <input type="checkbox"/> 125 - Cedarbrae  |
| <input type="checkbox"/> 35 - Canyon Meadows      | <input type="checkbox"/> 507 - Somerset   |
| <input type="checkbox"/> 63 - Alpine Park         | <input type="checkbox"/> Other            |

4) For what purpose do you use Calgary Transit? <<select all that apply>>

- Work
- School (K-12)
- Post secondary school
- Medical or dental appointments
- Attending special events (Flames games, concerts, etc.)
- Shopping
- Social and visiting
- Other purpose

5) Does the proposed overall area network meet your transit needs? <<yes/no>>

6) Comments on proposed overall network

7) Would you like to be emailed an update as decisions are made regarding this Transit Service Review? <<yes/no>>

For a summary of the input that was provided, please see the Summary of input section below.

For verbatim listing of all the input that was provided, please see the Verbatim Responses section at the end of this report.

## Summary of input

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This section will discuss the feedback received on the proposed route changes. Feedback is organized by route, and includes:

- Results of the online survey and a high-level summary of the comments received,
- Changes that were made to the proposed plans based on feedback, and
- Key factors used in the decision making for each route.

All feedback received by Calgary Transit was reviewed by Calgary Transit staff and was taken into consideration when further refining and finalizing the Fish Creek route changes.

We received many comments on the proposed routes, as well as comments on existing routes. They are all presented in numerical order for ease of reference. The new proposed routes do not overlap identically with the existing routes.

All comments can be found as they were submitted in the Verbatim Responses section.

## *New Network Design - Survey findings*

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### Summary of 639 responses for Fish Creek Transit Service Review

Community of residence:

<b>Community</b>	<b>Responses</b>	<b>Community</b>	<b>Responses</b>
Acadia	58	Yorkville	5
Deer Run	50	Downtown	4
Wolf Willow	42	Beltline	3
Legacy	35	Southwest Calgary	3
Deer Ridge	28	Northeast Calgary	3
Silverado	28	Ranchlands	3
Millrise	27	Pine Creek	3
Midnapore	25	Auburn Bay	2
Evergreen	23	Bonavista Downs	2
Fairview	22	McKenzie Lake	2
Queenstand	22	Alpine Park	2
Bridlewood	21	Windsor Park	2
Willow Park	18	Bonavista	1
Chaparral	17	Bridgeland	1
Not Provided	16	Calgary	1
Belmont	13	Capital hills	1
Lake Bonavista	13	Chinatown	1
Shawnessy	13	Cougar Ridge	1
Woodbine	13	Coventry Hills	1
Walden	12	Crescent Heights	1
Braeside	10	Dalhousie	1
Sundance	10	Dover	1
Parkland	9	Elboya	1
Canyon Meadows	8	Fairmont	1
Cedarbrae	7	Glenbrook	1
Somerset	7	Greenwood	1
Southwood	6	Haysboro	1
Cranston	5	Kingsland	1
Oakridge	5	Lake Chaparral	1
Shawnee Slopes	5	Marlborough	1
Woodlands	5	Mckenzie Towne	1

<b>Community</b>	<b>Responses</b>	<b>Community</b>	<b>Responses</b>
Mission	1	Riverbend	1
Northwest Calgary	1	Saddleridge	1
Ogden	1	Seton	1
Palliser	1	Skyview Ranch	1
Pineridge	1	Whitehorn	1
Rangeview	1		

Purpose of transit use:

Work	58%
Social and visiting	43%
Shopping	44%
Post secondary school	15%
Medical or dental appointments	34%
Attending special events (Flames games, concerts, etc.)	37%
School (K-12)	14%
Other purpose	12%

Does this network (as proposed) meet your needs?

Yes	237 (49%)
No	245 (51%)

## Summary of comments received

### Service frequency:

*“Just have the buses run more frequently. I can’t be waiting over half an hour at night if a train is late by one minute making me miss the bus.”*

### Longer travel times:

*“It could meet my needs if it runs every 20 minutes. If it’s going to run every 30 minutes or more it will not meet my needs at all and will result in longer commute time.”*

### Route coverage & access:

*“Service may be inadequate for people living further to the inside of Millrise”*

### Direct access to LRT station of choice & station access (Canyon Meadows vs Anderson/Heritage/Chinook):

*“Keep the routes close to the nearest Canyon Meadows station”*

### Preserve specific routes:

*“Do not touch the 11 and 12”*

### More transfers / increased trip complexity / confusing network:

*“It is a confusing mess. I don’t understand why you’re changing it. I won’t be able to get to my destination. Why mess with something that was working”*

### Service span:

*“Need better service esp. over the weekend and late nights.”*

### Reliability & on-time performance:

*“I’m not sure why it did not give me a choice to review route 14, however, route 14 never comes at the scheduled times. I have kept a detailed log going all the way back till 2024 of how unreliable this route is. Often times, it will give a scheduled time and*

*either never show up or be over 10 minutes late. In the winter, this is extremely dangerous as the bus shelter creates barely any warmth”*

Accessibility / mobility needs:

*“You’re taking already awful service and making it worse with little consideration for individuals with reduced mobility. If it takes more than 20 minutes to get to a train station it isn’t working. You need to revise this and have actual stops at canyon meadows station.”*

Positive/supportive overall sentiment:

*“It’s a really nice and needed improvement on the bus network south of fish creek. It’s going to make new trips to places I can’t go as easily possible and make my life easier”*

Capacity / overcrowding:

*“New services help provide better connections to the schools, not clear if this will affect school services in the communities or if they will be continued to be offered if these routes are implemented. If not, there would need to be enough school trips or larger capacity buses to accommodate this”*

## Route 10 - Survey findings

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### Summary of 132 responses for Route 10.

#### Community of residence:

Community	Responses	Community	Responses
Acadia	54	Canyon Meadows	1
Fairview	21	Cedarbrae	1
Willow Park	14	Chinatown	1
No Response	3	Cougar Ridge	1
Midnapore	3	Crescent Heights	1
Millrise	3	Deer Ridge	1
Bridlewood	2	Deer Run	1
Downtown	2	Elboya	1
Legacy	2	Greenwood	1
Oakridge	2	Haysboro	1
Shawnessy	2	Mission	1
Southwest Calgary	2	Ogden	1
Southwood	2	Queenstand	1
Windsor Park	2	Shawnee Slopes	1
Auburn Bay	1	Silverado	1
Beltline	1	Skyview Ranch	1
Calgary	1		

#### Purpose of transit use:

Work	65%
Social and visiting	56%
Shopping	59%
Post secondary school	18%
Medical or dental appointments	52%
Attending special events (Flames games, concerts, etc.)	53%
School (K-12)	12%
Other purpose	16%

#### Does this route (as proposed) meet your needs?

Yes 97 (75%)

No 32 (25%)

### Summary of comments received

Opposition to splitting/shortening Route 10 at Chinook and added transfers to locations farther south such as Fairmount Drive, Southland Drive, and Southcentre:

*“Splitting Route 10 doesn’t help those passengers going from Willow Park to downtown to avoid transferring to train or another bus route. A lot of passengers in Fairview, Acadia and Willow Park to get to Southcentre on the north side instead of walking twice as far, especially for mobility challenged.”*

Need for improved frequency and/or more reliable on-time performance:

*“It is too infrequent to be reliably useful”*

Service span requests (earlier starts/late evenings, weekend/holiday hours):

*“Needs expanded service hours, especially early AM and evening on weekends”*

Accessibility and mobility impacts (longer walks, seniors/disabled riders, strollers):

*“The stops are easily walkable and it's a safe and easy way to get anywhere from the mall to downtown without a lot of planning and fuss”*

Safety and comfort concerns related to transferring/waiting at Chinook:

*“Transfer from 28 will now be required. No warm shelter at Chinook so I might as well drive and add to the traffic congestion. Like today one route 10 bus had a breakdown. Thankfully the 30 minute wait was not in the dead of winter.”*

### What we did

- Revert to existing Route 10 with through-movement at Chinook Station
- Intention to add additional peak frequency

### Key factors for decision-making

- Concerns over Route 10 split inter-related with concerns over revised Route 28 to Chinook (via Fairmount DR). Action to respond to Route 28 concerns at Canyon

Meadows Station negate requirement rationale for splitting Route 10 at Chinook at this time.

- Modest improvement in Route 10 frequency is likely still possible, though less than if route had been split.

## Route 18 - Survey findings

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### Summary of 81 responses for Route 18.

Community of residence:

Community	Responses	Community	Responses
Legacy	21	Midnapore	2
Silverado	7	Walden	2
Canyon Meadows	6	Yorkville	2
Evergreen	6	Chaparral	1
Millrise	6	Coventry Hills	1
Belmont	5	Creekstone	1
Shawnessy	5	Greenwood	1
Not Provided	4	McKenzie Lake	1
Southwood	4	Sirocco	1
Auburn Bay	2	Willow Park	1
Bridlewood	2		

Purpose of transit use:

Work	67%
Social and visiting	56%
Shopping	49%
Post secondary school	16%
Medical or dental appointments	41%
Attending special events (Flames games, concerts, etc.)	40%
School (K-12)	21%
Other purpose	10%

Does this route (as proposed) meet your needs?

Yes	49 (64%)
No	27 (36%)

## Summary of comments received

Route does not extend far enough into Legacy:

*“The nearest bus stop is too far from home in Legacy. The route in Legacy is extremely inconvenient for majority of the residents and transit users.”*

Support for the route because it improves access to key destinations (LRT, shopping, schools, Fish Creek):

*“I absolutely love the route and think something like this is long overdue! Thank you!”*

Requests for more direct connections (e.g., Legacy to Somerset-Bridlewood via Macleod Trail):

*“We need a direct bus from Legacy to Somerset LRT via Macleod Trail, not through any other communities. Otherwise, it will take an hour to get to the LRT station and back. Please do not make our lives miserable.”*

Frequency, crowding, and schedule reliability concerns:

*“The frequency for 18 would be the most important feature. Having a direct path from Legacy to Somerset is a good goal, but going past the somerset station just increases the issues we'll see in disruptions.”*

Service span concern:

*“needs good service span”*

Accessibility and mobility impacts:

*“I have a knee injury. This proposed route would have me walking further away to catch the bus. The last changes already made it a longer walk for me, this would make it worse...”*

### What we did

- Split route at Somerset-Bridlewood into two routes: Route 12 from Heritage Station to Somerset-Bridlewood Station and Route 18 from Somerset-Bridlewood Station to Legacy.
- Extend Route 18 farther into Legacy to cover most of what the Route 167 currently does. This is combined with a change to the proposed Route 30/31 to remove those proposed routes from farther south and east in Legacy.

### Key factors for decision-making

- Desire from many customers to extend Route 18 farther into Legacy and connect better with All Saints, combined with concerns over the length of Route 30/31 loops. By swapping these services in southeast Legacy, better frequency and travel time can be achieved for most of Legacy.
- Splitting the (now longer) route at Somerset-Bridlewood should ensure better reliability for all customers while maintaining a convenient transfer location for those who wish to travel through.

## *Route 25 - Survey findings*

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Summary of 45 responses for Route 25.

Community of residence:

Community	Responses	Community	Responses
Evergreen	10	Oakridge	2
Shawnessy	7	Auburn Bay	1
Millrise	6	Bridgeland	1
Woodbine	4	Coventry Hills	1
Woodlands	3	Fish Creek	1
Not Provided	2	Greenwood	1
Bridlewood	2	Midnapore	1
Downtown	2	Palliser	1

Purpose of transit use:

Work	67%
Social and visiting	62%
Shopping	53%
Post secondary school	36%
Medical or dental appointments	33%
Attending special events (Flames games, concerts, etc.)	47%
School (K-12)	18%
Other purpose	4%

Does this route (as proposed) meet your needs?

Yes	29 (66%)
No	15 (34%)

## Summary of comments received

Need for better frequency and reliability on a long route):

*“Very excited for direct connection for commuters in Evergreen and Shawnessy to MAX Teal and Yellow. As this is a long route, please ensure bus frequencies are faster than 30 minutes.”*

Support for a more direct cross–Fish Creek connection / improved network connectivity (incl. MAX Yellow/Teal):

*“I appreciate the ability to easily connect to Max Yellow to get to MRU which is where I work.”*

Coverage gap in Millrise:

*“This route misses the majority of the Millrise community...”*

Specific routing suggestion: to serve Buffalo Run shopping centre:

*“The 25 should run the proposed buffalow [sic] run routing skipping woodbine, and the proposed 103 should take over the 25's proposed routing in woodbine”*

Concerns the route is too long and should be shortened or it should terminate earlier than Chinook (e.g., Anderson/Southland/Heritage):

*“It's great that this route is being used as an alternative crossing over fish creek park. The decision to stop at Chinook instead of Heritage will make my trip 10 or 15 minutes longer...”*

## What we did

- Connect route to Heritage Station similar to the current Route 56 instead of via 75 Avenue SW and Macleod TR to Chinook Station.
- Straighten route in Woodbine to take more direct route through Woodbine between 130 AV SW and 24 ST SW.
- Connect to Somerset-Bridlewood Station via north Somerset (community) instead of connecting to Shawnessy Station via Shawnessy BV.

### Key factors for decision-making

- Connection to Heritage Station is related to changes to Route 81 and Route 103 proposals that connect to Chinook Station. This also fits with a desire for a faster connection and a route with potentially higher frequency.
- More direct connection through Woodbine fits with the desire for faster connection and design guidelines to seek more direct routing.
- Connection to Somerset-Bridlewood is interrelated to changes to proposed service in Millrise on Route 107 and Route 52. It also allows for greater connectivity to other routes at Somerset-Bridlewood as well as Route 507.

## *Route 28 - Survey findings*

---

Summary of 128 responses for Route 28.

Community of residence:

Community	Responses	Community	Responses
Deer Run	45	Bridlewood	1
Deer Ridge	22	Coventry Hills	1
Queenstand	16	Dover	1
Acadia	10	Evergreen	1
Not Provided	5	Marlborough	1
Parkland	5	Midnapore	1
Willow Park	4	Millrise	1
Fairview	3	Shawnessy	1
Lake Bonavista	2	Silverado	1
Southwood	2	Silverton	1
Woodbine	2	Walden	1
Auburn Bay	1		

Purpose of transit use:

Work	57%
Social and visiting	46%
Shopping	47%
Post secondary school	13%
Medical or dental appointments	32%
Attending special events (Flames games, concerts, etc.)	43%
School (K-12)	16%
Other purpose	12%

Does this route (as proposed) meet your needs?

Yes	45 (36%)
No	80 (64%)

## Summary of comments received

Keep direct access to Canyon Meadows Station (don't move the stop ~400 m away / don't bypass the closest LRT):

*"This route doesn't go to canyon meadows station and heads further up towards Chinook. This would hinder people who take the train southward from canyon meadows station."*

Concern the proposed routing increases travel:

*"This route will take twice as much time for me to go to work in the downtown."*

Frequency and reliability concerns:

*"Need to maintain 30 minute frequency"*

Mobility/accessibility and winter-walking impacts (seniors, disability, strollers; snow/ice, difficult crossings):

*"Removal of direct access to canyon meadows station makes no sense, to have to walk over from Bonaventure is a major inconvenience, especially for the elderly/disabled or for anyone in winter or bad weather..."*

Safety/comfort concerns about Chinook Station:

*"...Also why does the bus terminate at chinook station? That is so far and adds so much more commute time if we choose to remain on the bus. Not to mention that chinook is a much dirtier, crowded, and sometimes dangerous station."*

Support for the new route because it improves bus-only access and connects to more amenities/schools without the train:

*"I like that it goes past Southcenter Mall and Lord Beaverbrook high school, as well as still going past Canyon Meadows Station."*

## What we did

- Connect to Canyon Meadows Station terminal via Lake Fraser DR.

- Merge with Lake Fraser DR service currently served by Route 44 and previously proposed to be covered by Route 35.
- Reverse proposed loop in Deer Run and Parkland to mimic the current Route 28 along Deer Run DR

### **Key factors for decision-making**

- Significant feedback from current Route 28 ridership base about accessibility barrier of walking an extra 200m (400m total) to the Canyon Meadows Station platform for a transfer. This combined with concerns over the split of Route 10 at Chinook caused us to reconsider this aspect of the plan. By modifying the Route 29 to connect to Parkland and Deer Run, we will still be able to reduce transfers to Lord Beaverbrook High School for those communities.
- Connecting Lake Fraser DR to Route 28 ensures continued connection to Deer Ridge shopping centre for residents living on the north end of Lake Fraser DR. With concurrent changes to the Route 35 plan, Route 28 makes a better pair for Lake Fraser DR.
- Reversing the proposed loop direction of Route 28 to serve Deer Ridge DR better matches existing travel patterns and addresses a concern raised by respondents from Deer Run.

## Route 29 - Survey findings

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### Summary of 60 responses for Route 29.

Community of residence:

Community	Responses	Community	Responses
Deer Ridge	16	Coventry Hills	1
Queensland	16	Dalhousie	1
Deer Run	6	Evergreen	1
Not Provided	3	Glenbrook	1
Willow Park	3	Greenwood	1
Bonavista Downs	2	Lake Bonavista	1
Shawnessy	2	Millrise	1
Bonavista	1	Northeast Calgary	1
Bridlewood	1	Southwood	1
Cougar Ridge	1		

Purpose of transit use:

Work	53%
Social and visiting	42%
Shopping	43%
Post secondary school	15%
Medical or dental appointments	28%
Attending special events (Flames games, concerts, etc.)	42%
School (K-12)	18%
Other purpose	10%

Does this route (as proposed) meet your needs?

Yes	19 (39%)
No	30 (61%)

## Summary of comments received

Concerns about reduced direct access to LRT at Canyon Meadows or Anderson Station:

*“Route 29 is particularly helpful after I drop my child off at school, as it offers a convenient and efficient route to Anderson Station.”*

Longer travel times:

*“This new route adds significant time to my commute home from work by no longer running from Anderson lrt station”*

Frequency and schedule reliability: concerns:

*“The bus never runs on schedule, especially on weekends. The fact that there is a 40 minute wait (though longer because it does not come on time) for a bus that covers three communities is ridiculous. I rely on this bus to get to and from work and it is exhausting to take and try to manage. The scheduled times need to be revisited as well as the times between buses.”*

Requests to keep/restore service to specific destinations or community coverage (e.g., Southcentre, Fish Creek Library, Bonavista/Queensland/Deer Run connections):

*“The 29 (Queensland) currently passes by the Fish Creek library, where as the new Bonaventure route does not...”*

Walking distance, mobility/accessibility and winter-weather impacts:

*“Does not take reduced mobility into consideration. Would take too long for Queensland residents to get to the train station.”*

## What we did

- Keep connection to Anderson Station via the north side of Lake Bonavista DR
- Merge with previously proposed Route 83 loop in Deer Run, Parkland, Deer Ridge, and Queensland.
- Cover Queensland DR and Deer Ridge DR loop with Route 35 instead
- Remove from proposed Bonaventure DR route to Heritage Station; retain routing on Macleod TR between Southland Station and Heritage Station via modified Route 103.

### Key factors for decision-making

- Retaining Route 103 along Macleod TR between Heritage Station and Southland Station negates need for parallel Route 29 along Bonaventure DR. While Bonaventure DR is a more pedestrian scale cross-section, Macleod TR retains destinations of value to customers and has existing bus zone infrastructure. Furthermore, the Route 103 routing retains existing connections for current Route 81 customers.
- Extending Route 35 via the Queensland DR and Deer Ridge DR loop instead of Route 29 ensures two-way service to the Deer Ridge shopping centre for the whole surrounding community.
- Sending Route 29 to complete the opposite direction of the Deer Run and Parkland loop as Route 28 ensures those communities connect to Southcentre and reduces transfers to Lord Beaverbrook High School (from two transfers to one transfer). The original proposal achieved this by merging Route 28 with the south end of Route 10; by reverting Route 28 to Canyon Meadows Station, this Route 29 change is necessary.

## *Route 30 - Survey findings*

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### Summary of 100 responses for Route 30.

Community of residence:

<b>Community</b>	<b>Responses</b>	<b>Community</b>	<b>Responses</b>
Wolf Willow	43	Coventry Hills	1
Legacy	26	Greenwood	1
Chaparral	12	Midnapore	1
Walden	7	Millrise	1
Sundance	2	Shawnessy	1
Not Provided	1	Southwood	1
Auburn Bay	1	Windsor Park	1
Bridlewood	1		

Purpose of transit use:

Work	57%
Social and visiting	43%
Shopping	36%
Post secondary school	17%
Medical or dental appointments	30%
Attending special events (Flames games, concerts, etc.)	33%
School (K-12)	13%
Other purpose	12%

Does this route (as proposed) meet your needs?

Yes	46 (51%)
No	45 (49%)

## Summary of comments received

Concern the route is too long/indirect and increases travel time to Somerset/Red Line:

*“It would make my commute a lot longer to the train station as it will be going through more communities instead of just 2 then straight up mcleod trail”*

Requests for evening and weekend service / longer service span:

*“Request for everyday bus service for those of us that work weekends. Also, late evening after 7pm bus would be a great addition.”*

Need higher frequency and more reliable service:

*“Provide all day all week service running at 20-30 min frequency”*

Coverage gaps and stop/location requests:

*“I would like it to stop closer to the shopping centre on 210th ave”*

Support for the proposed loop/new routes due to improved local connectivity and access to schools/shopping:

*“Wolf Willow resident here—great to see proposed Route 30 (Wolf Willow) and Route 31 loop for local connectivity.”*

Concerns about crowding/capacity if multiple communities are combined into one route:

*“The route is huge and cover at least 4 communities that would make each run too crowded at any time of the day. Also it’s very long route and it could take the whole HOUR to get from the most distant bus stop in Legacy where I live to the CTrain station. The same is applicable for the opposite route 31.”*

## What we did

- Adjust route to serve Sunpark PZ from Sunpark DR.
- Shorten loop in Legacy to remain more on 210 AV SE and serve more of Walden. Route 18 extended farther into Legacy similar to the current Route 167
- Route proposal anticipates better frequency and service span in areas with current gaps (i.e. Wolf Willow).

### Key factors for decision-making

- Concerns expressed about travel time from Legacy to Somerset-Bridlewood Station. Given a lack of destinations around the outer Legacy CI loop, it was less critical to maintain the Route 30/31 two-way loop system through that part of Legacy.
- Connecting Route 18 farther into Legacy will better connect that community to a future High School and recreation complex in the community of Belmont when constructed in the near future.
- Deviation of Route 30 to Sunpark PZ will maintain shorter walking distances to the urgent care centre and other medical facilities in that vicinity. Feedback related to this embedded in other route feedback forms (e.g. Route 63).

## *Route 31 - Survey findings*

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Summary of 80 responses for Route 31.

Community of residence:

Community	Responses	Community	Responses
Legacy	28	Auburn Bay	1
Wolf Willow	20	Coventry Hills	1
Chaparral	14	Greenwood	1
Walden	8	Pineridge	1
Sundance	3	Shawnessy	1
Not Provided	2		

Purpose of transit use:

Work	59%
Social and visiting	39%
Shopping	34%
Post secondary school	18%
Medical or dental appointments	32%
Attending special events (Flames games, concerts, etc.)	31%
School (K-12)	14%
Other purpose	10%

Does this route (as proposed) meet your needs?

Yes	41 (59%)
No	28 (41%)

## Summary of comments received

Requests for weekend and/or evening service span:

*“Needs an evening and weekend service”*

Route is too long and indirect and increases travel time to the train station:

*“Legacy requires a direct connection to somerset station rather than winding down multiple communities and extending the ride time unnecessarily”*

Coverage gaps and stop/routing adjustments within communities:

*“The stops don’t adequately cover Lake Chaparral.”*

Support for the proposed routes due to improved local connectivity and access to nearby communities and services:

*“HIGHLY NEEDED for those living in the new back half of wolf willow, better connects us to surrounding communities and services”*

Need higher frequency and better reliability:

*“Provide all day all week service running at 20-30 min frequency”*

Capacity/crowding concerns from combining multiple communities onto one route:

*“The route is huge and cover at least 4 communities that would make each run too crowded at any time of the day. Also it’s very long route and it could take the whole HOUR to get from the most distant bus stop in Legacy where I live to the CTrain station. The same is applicable for the opposite route 30.”*

## What we did

- Shorten loop in Legacy to remain more on 210 AV SE and serve more of Walden. Route 18 extended farther into Legacy similar to the current Route 167
- Route proposals (initial and revised) anticipated to result in better frequency and service span in areas with current gaps (i.e. Wolf Willow).

### Key factors for decision-making

- Concerns expressed about travel time from Legacy to Somerset-Bridlewood Station. Given a lack of destinations around the outer Legacy CI loop, it was less critical to maintain the Route 30/31 two-way loop system through that part of Legacy.
- Connecting Route 18 farther into Legacy will better connect that community to a future High School and recreation complex in the community of Belmont when constructed in the near future.

## *Route 35 - Survey findings*

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### Summary of 34 responses for Route 35.

Community of residence:

Community	Responses	Community	Responses
Lake Bonavista	6	Chaparral	1
Canyon Meadows	5	Cougar Ridge	1
Deer Ridge	5	Deer Run	1
Not Provided	3	Southwest Calgary	1
Shawnessy	2	Glenbrook	1
Auburn Bay	1	Millrise	1
Avenida	1	Silverado	1
Bonavista	1	Southwood	1
Bridlewood	1	Woodbine	1

Purpose of transit use:

Work	47%
Social and visiting	50%
Shopping	50%
Post secondary school	9%
Medical or dental appointments	41%
Attending special events (Flames games, concerts, etc.)	27%
School (K-12)	18%
Other purpose	12%

Does this route (as proposed) meet your needs?

Yes	15 (54%)
No	13 (46%)

## Summary of comments received

Requests to keep the existing route or continue serving specific areas/destinations:

*“Continue providing services to Woodbine Shopping Center, Wood Valley Dr., Woodbine Boulevard first nation Centre head south towards Evergreen Somerset, and Somerset Bridlewood”*

More transfers, longer travel time, or indirect routing:

*“I would prefer smaller buses that run more frequently or just go through Lake Bonavista. The route takes forever if you have to go through canyon meadows first.”*

Concerns over service frequency and reliability:

*“Please run on at least half hour frequency”*

Service span (earlier starts and/or later evening/Sunday service):

*“Ends too early”*

## What we did

- Remove Lake Fraser DR extension from proposal and add to Route 28 instead.
- Extend from Anderson Station via central Lake Bonavista and perform loop around Queensland DR and Deer Ridge DR (via Canyon Meadows DR SE link).
- Replace Route 83 concept through Lake Bonavista DR.

## Key factors for decision-making

- Opportunity to retain the loop currently served by Route 44 that provides two-way service to Deer Ridge shopping centre.
- Ensure through movement to Southcentre from Canyon Meadows side as well as to Dr. E.P. Scarlett from Lake Bonavista.
- Will allow for higher frequency on Route 35 than would be possible with the shorter route.

## *Route 63 - Survey findings*

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Summary of 32 responses for Route 63.

Community of residence:

Community	Responses	Community	Responses
Evergreen	8	Vermillion Hill	2
Millrise	8	Not Provided	1
Shawnessy	4	Auburn Bay	1
Midnapore	2	Bridlewood	1
Shawnee Slopes	2	Greenwood	1
Sundance	2		

Purpose of transit use:

Work	72%
Social and visiting	63%
Shopping	57%
Post secondary school	31%
Medical or dental appointments	50%
Attending special events (Flames games, concerts, etc.)	50%
School (K-12)	19%
Other purpose	13%

Does this route (as proposed) meet your needs?

Yes	13 (42%)
No	18 (58%)

## Summary of comments received

Increase frequency and improve reliability:

*“The 63 as it currently exists is too infrequent to rely on much, for someone in Evergreen, it's only useful for getting to the train when the 11 isn't scheduled for another 10 minutes”*

Extend the route further into communities to improve local coverage and reduce walk distance:

*“Extend it to the end of the community, current service stops at the beginning of the community essentially not making it viable for Majority of residents”*

Maintain/restore access to key destinations along Sunpark PZ SE):

*“Seems the new routes will provide next to no buses thru the Sundance business park, where Fluor and South Calgary Health Center are located - this is totally unacceptable. So route 63 should make the loop into the Sundance business park similar to how 11 and 12 had done.”*

Increase service span:

*“If removing routes 11 and 12, route 63 should run all day with a bigger bus.”*

Concerns about the route being too long with extension to Somerset-Bridlewood :

*“The route 63 does not need to be extended all the way to Somerset. That is going to make frequency on this route bad. Split the route at Fish Creek”*

## What we did

- Extend Route 63 farther west into Alpine Park, with specific routing dependent on the availability of reliable, completed roads at time of implementation. The initial proposal to serve Bannister RD, and Midpark DR was changed to instead serve that corridor with Route 112 instead
- Split proposed route to end at Fish Creek-Lacombe Station as the current Route 63 does.

## Key factors for decision-making

- Switching the corridor of Bannister RD and Midpark DR to Route 112 ensures a through movement from Bridlewood to destinations such as Centennial high school.
- Splitting the route at Fish Creek-Lacome Station also allows for the grouping of longer layovers and recovery time at that station instead of Somerset-Bridlewood. Somerset-Bridlewood station is heavily utilized for terminating bus routes and minimizing layover at that location mitigates issues at that terminal.

## ***Route 81 - Survey findings***

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Summary of 15 responses for Route 81.

Community of residence:

<b>Community</b>	<b>Responses</b>	<b>Community</b>	<b>Responses</b>
Acadia	3	Haysboro	1
Willow Park	3	Kingsland	1
Braeside	2	Lake Bonavista	1
Bridlewood	1	Shawnessy	1
Elboya	1	Windsor Park	1

Purpose of transit use:

Work	53%
Social and visiting	60%
Shopping	67%
Post secondary school	0%
Medical or dental appointments	53%
Attending special events (Flames games, concerts, etc.)	47%
School (K-12)	7%
Other purpose	0%

Does this route (as proposed) meet your needs?

Yes	3 (25%)
No	9 (75%)

## Summary of comments received

Requests to restore prior routing/coverage:

*I miss having it go straight up Mcleod. I take it very rarely now and it is difficult to reach many locations along Mcleod as sections (such as the bridge south of Heritage) are extremely pedestrian unfriendly, especially in winter when it is never shoveled."*

Increase service span:

*"Sunday service is not provided at all. Greater hours of service are needed."*

## What we did

- Split route at Chinook Station. Route 81 Highfield to serve current loop north of Chinook.
- Existing Route 81 south of Chinook to be merged with modified Route 103 concept at Southland Station, retaining current stops and service between Chinook and Southland.

## Key factors for decision-making

- Route 103 merger with south segment of current Route 81 achieves the goal of better connecting Henry Wise Wood High School to catchment areas in Woodbine, Cedarbrae, and Braeside. Route 25 free to connect directly to Heritage Station as per existing Route 56.
- Strong customer response from Kingsland to retain current routing between Chinook and Southland Station.
- Kingsland service span can be increased independent of Route 81 Highfield, which serves more industrial areas.

## *Route 83 - Survey findings*

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Summary of 53 responses for Route 83.

Community of residence:

Community	Responses	Community	Responses
Deer Run	21	Bonavista	1
Parkland	9	Bridlewood	1
Deer Ridge	7	Evergreen	1
Lake Bonavista	3	Greenwood	1
Northeast Calgary	2	Southwood	1
Queensland	2	Woodbine	1
Shawnessy	2		
Not Provided	1		

Purpose of transit use:

Work	59%
Social and visiting	51%
Shopping	55%
Post secondary school	11%
Medical or dental appointments	45%
Attending special events (Flames games, concerts, etc.)	49%
School (K-12)	11%
Other purpose	9%

Does this route (as proposed) meet your needs?

Yes	14 (33%)
No	30 (67%)

## Summary of comments received

Keep direct access to Canyon Meadows LRT Station:

*“Needs to stop at Canyon Meadows”*

Longer travel times and more indirect trips:

*“The time to get to a station would be too long.”*

Frequency and reliability concerns:

*“Frequent bus service from Anderson Station Lake Buena Vista, Parkland deer Ridge Queensland Dr., Canyon Meadows back to Anderson Station”*

Support for the route because it improves connectivity to amenities/destinations:

*“Finally the 83 is now useful”*

## What we did

- Route 83 concept merged with Route 29 and Route 35 in Lake Bonavista, Deer Run, and Parkland.
- Route 28 retained at Canyon Meadows Station bus terminal and loop reversed in Deer Run to cover initial Route 83 proposal.

## Key factors for decision-making

- Route merged with Route 35 to provide through-movement between Canyon Meadows (community), Anderson Station, Southcentre, and Lake Bonavista. With Route 29 taking over the Route 83 part in Deer Run and Parkland, a separate route number became redundant.
- Route 28 changes resolve most of the concerns mentioned in Route 83 feedback as it was initially proposed as the opposite direction loop.

## *Route 102 - Survey findings*

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Summary of 84 responses for Route 102.

Community of residence:

Community	Responses	Community	Responses
Silverado	21	Pine Creek	2
Midnapore	17	Not Provided	1
Millrise	16	Auburn Bay	1
Belmont	10	Cougar Ridge	1
Chaparral	6	Evergreen	1
Shawnessy	4	Yorkville	1
Sundance	3		

Purpose of transit use:

Work	49%
Social and visiting	41%
Shopping	39%
Post secondary school	17%
Medical or dental appointments	33%
Attending special events (Flames games, concerts, etc.)	27%
School (K-12)	17%
Other purpose	11%

Does this route (as proposed) meet your needs?

Yes	38 (51%)
No	36 (49%)

## Summary of comments received

Concerns about losing coverage in Millrise:

*“Prefer if the 102 stays in Millrise and Midnapore goes to another bus route”*

Requests to add service to specific destinations (e.g. Sunpark PZ destinations; and Yorkville;):

*“Please route to west side of 194 ave to reach Yorkville blvd”*

Travel time impacts from a longer/more indirect route:

*“The detour into Silverado adds extra time to what used to be a straight drive along sheriff king.”*

Frequency and reliability concerns:

*“I’m concerned the longer route will cause longer wait times and delays.”*

*“I would like to see a higher frequency of buses than the current route 52 has”*

School access and student safety:

*“The new route for the 102 will have a negative impact on our daily commute, especially for our child, who takes the bus to Our Lady of Peace.”*

Capacity and crowding concerns:

*“Increase bus size from shuttle to 40ft as the new service would demand such a size.”*

## What we did

- Initially proposed Route 102 split into three different routes. Route 102 Silverado will be standalone route from Somerset-Bridlewood Station with one-way loop extension into Belmont and part of Yorkville.
- Route 107 to be extended south via Sheriff King ST and 194 AV SE and merges with Chaparral Valley leg. Route 107 also shifted to cover Millrise DR on way to Fish Creek-Lacombe Station.

- Route 52 to be retained from Fish Creek Station to Somerset-Bridlewood Station, covering Midnapore (with deviation on Shawnessy DR SW and removal of Somerset community loop from existing Route 52).

**Key factors for decision-making**

- Addition of third route leg south of Somerset-Bridlewood (Route 107) resolves travel time and crowding concerns from Walden and Chaparral Valley.
- Route 102 is now a “stub” that can be more affordably extended south to cover more of Pine Creek in future.
- Retaining Route 52 in Midnapore, Shawnessy, and Evergreen frees up Route 107 to cover Millrise.

## *Route 103 - Survey findings*

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Summary of 32 responses for Route 103.

Community of residence:

<b>Community</b>	<b>Responses</b>	<b>Community</b>	<b>Responses</b>
Braeside	8	Bridlewood	1
Woodbine	4	Canyon Meadows	1
Cedarbrae	3	Evergreen	1
Oakridge	3	Greenwood	1
Woodlands	3	Lake Bonavista	1
Shawnessy	2	Mckenzie Towne	1
Auburn Bay	1	Wolf willow	1
Beltline	1		

Purpose of transit use:

Work	56%
Social and visiting	56%
Shopping	63%
Post secondary school	25%
Medical or dental appointments	44%
Attending special events (Flames games, concerts, etc.)	44%
School (K-12)	13%
Other purpose	16%

Does this route (as proposed) meet your needs?

Yes	19 (68%)
No	9 (32%)

## Summary of comments received

Support for improved network connectivity (better access to Southland, schools, Buffalo Run/Tsuut'ina):

*"I think this route would be good as a way to get to buffalo run."*

Service frequency and reliability concerns:

*"The route seems very long so the frequency would need to remain at a similar level to the 126"*

Concern that the changes make commuting more time-consuming):

*"It makes commuting so much harder and way more time consuming the 125 and 126 were just fine"*

Weekend service improvements:

*"Presumably the route would run both ways on the weekends as well which would be a significant improvement on the current situation"*

## What we did

- Split into two routes in Woodbine with the Braeside leg of Route 103 merging with the existing south leg of Route 81. The Anderson leg of the initially proposed Route 103 reverts to existing Route 56.
- Route 56 by default has a tighter turnaround in Woodbine, but has the potential to extend into Tsuut'ina Nation along Buffalo Run RD.

## Key factors for decision-making

- Addition of south end of Route 81 leg provides an alternative means of connecting Henry Wise Wood to designated catchment area, while responding to customer demands to retain current Kingsland services.
- Split of Route 103 in Woodbine allows for a more flexible option (Route 56) for serving Buffalo Run. This split also avoids an unnecessarily long Route 103.

## *Route 107 - Survey findings*

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Summary of 20 responses for Route 107.

Community of residence:

Community	Responses	Community	Responses
Shawnessy	7	Auburn Bay	1
Evergreen	6	Bridlewood	1
Millrise	3	Midnapore	1
Not Provided	1		

Purpose of transit use:

Work	70%
Social and visiting	65%
Shopping	40%
Post secondary school	40%
Medical or dental appointments	40%
Attending special events (Flames games, concerts, etc.)	45%
School (K-12)	15%
Other purpose	5%

Does this route (as proposed) meet your needs?

Yes	11 (58%)
No	8 (42%)

## Summary of comments received

Service frequency and scheduling):

*“Will this route replace Route 52? If so, would be nice for it to be more frequent, like every 20 to 30 minutes rather than every 45 or 50 minutes.”*

Service coverage and walk distance:

*“There is only one bus stop near just one side of Evergreen. Crossing all of Evergreen to get to that stop is usually not worth it. It's also usually too infrequent to use outside of rush hour.”*

General support for the proposed change:

*“Good route but please keep it as 52”*

## What we did

- Route 107 proposal revised to serve Millrise DR between Shawnessy BV and Fish Creek-Lacombe Station.
- Route 52 retained (with modification to Shawnessy DR) to continue serving Evergreen Estates and Shawnessy BV (replacing Route 25, which is shifted to Somerset-Bridlewood Station).
- Route 107 extended south of Somerset-Bridlewood Station to Walden and Chaparral Valley via 194 AV S and Sheriff King ST SW.

## Key factors for decision-making

- Extension of Route 107 to Chaparral Valley simultaneously improves travel time through more direct routing while enabling a third route leg into the area. This will make extension to Pine Creek in the future (via Route 102) more affordable.
- Retaining coverage to Millrise DR will ensure service to Our Lady of Peace School while responding to customer feedback. This is enabled by the redirection of Route 25 to Somerset-Bridlewood Station, which is advantageous for network connectivity anyway.
- Retaining (a shortened) Route 52 with anticipated greater peak frequency better matches current service levels in the area while still delivering improvements to Midnapore, Shawnessy, and Evergreen Estates.

## Route 112 - Survey findings

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Summary of 32 responses for Route 112.

Community of residence:

Community	Responses	Community	Responses
Bridlewood	18	Cedarbrae	1
Shawnessy	4	Southwest Calgary	1
Somerset	3	Midnapore	1
Evergreen	2	Millrise	1
Auburn Bay	1		

Purpose of transit use:

Work	60%
Social and visiting	31%
Shopping	25%
Post secondary school	22%
Medical or dental appointments	22%
Attending special events (Flames games, concerts, etc.)	31%
School (K-12)	13%
Other purpose	9%

Does this route (as proposed) meet your needs?

Yes	13 (46%)
No	15 (54%)

## Summary of comments received

Need for higher frequency and better reliability:

*“Never on time, always not stopping for passengers. Unreliable bus time”*

School-period crowding and congestion:

*“Never enough buses, often late. Gets extremely congested around 3:30 when school ends”*

Routing/coverage concerns within the community (of Somerset):

*“Why is the route being served in the other side of Somerset Drive now? It leaves the north part of the community without a bus service. It would remain and follow the route 14 path”*

Support for the change:

*“I think this route is a good change as it isn't going to be confused with the 14 Cranston anymore which was very annoying. It also relies on the 507 which will allow it to carry more passengers faster.”*

Concerns about required transfers and reduced direct access: preference to keep a one-seat ride to South Health Campus/Seton:

*“I currently take route 14 from my home directly to my place of work at South Health Campus. The proposed change means I will have to transfer to another bus. along the way unless I walk 20 minutes to 162 ave. This is extremely inconvenient...”*

## What we did

- Route proposal merged with segment of initial Route 63 proposal between Somerset-Bridlewood Station and Fish Creek-Lacome Station.

## Key factors for decision-making

- Reduces transfers to Centennial High School and shopping on Shawville BV for customers from Bridlewood.

- Terminating at Fish Creek-Lacombe allows Transit to focus layover and recovery time at that station instead of Somerset-Bridlewood.

**Route 125 - Survey findings**

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Summary of 17 responses for Route 125.

Community of residence:

Community	Responses	Community	Responses
Cedarbrae	6	Greenwood	1
Braeside	4	Millrise	1
Oakridge	4	Shawnessy	1

Purpose of transit use:

Work	88%
Social and visiting	65%
Shopping	71%
Post secondary school	24%
Medical or dental appointments	47%
Attending special events (Flames games, concerts, etc.)	71%
School (K-12)	18%
Other purpose	12%

Does this route (as proposed) meet your needs?

Yes	10 (67%)
No	5 (33%)

## Summary of comments received

Concern over weekend service gaps and limited service span:

*“The lack of availability on weekends is an extreme inconvenience. Coming back from work in the night and just narrowly missing bus 126 means I have to wait 30 minutes at the station for that 1 bus to come back. Extending 125 to weekends would help a lot. Thank you”*

Need for more frequent peak-period service:

*“Needs to come more frequently during peak hours. Morning commute 6:30-9:00 am and after school/work 3:00-6:00. Because it comes so infrequently still much faster to drive and park at Southland. Waiting for the bus adds at least 30 mins to my commute as opposed to driving to the station.”*

Stop access and walking distance particularly in winter conditions:

*“It no longer goes through Braeside and will involve more planning out if I want to use it. It will be a longer walk to get to especially in the winter. With the condition of 24th when it snows or is icy this is going to be a huge concern.”*

Support for a more direct/more efficient route:

*“The proposed changes will make the route more efficient, thanks.”*

## What we did

- No change to proposed route.

## Route 507 - Survey findings

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Summary of 40 responses for Route 507.

Community of residence:

Community	Responses	Community	Responses
Bridlewood	8	Cedarbrae	1
Cranston	4	Greenwood	1
Evergreen	4	Midnapore	1
Ranchlands	3	Millrise	1
Shawnessy	3	Northeast Calgary	1
Oakridge	2	Not Provided	1
Somerset	2	Seton	1
Sundance	2	Silverado	1
Auburn Bay	1	Yorkville	1
Canyon Meadows	1		

Purpose of transit use:

Work	55%
Social and visiting	48%
Shopping	45%
Post secondary school	23%
Medical or dental appointments	30%
Attending special events (Flames games, concerts, etc.)	35%
School (K-12)	13%
Other purpose	5%

Does this route (as proposed) meet your needs?

Yes	19 (58%)
No	14 (42%)

## Summary of comments received

Requests for improved frequency and service span:

*“This seems like a BRT line that can be upgraded to MAX line in the future. In consideration of this, please increase bus frequencies to match as closely as possible to PTN.”*

Requests to re-route route or add stops within communities to add more local coverage:

*“The route doesn't actually enter the Somerset community anymore! It doesn't run on Somerset Drive like route 52 today. That's reduced service levels”*

Positive feedback or support for the change:

*“Long overdue thank you for making this happen”*

Route speed and reliability impacted by congestion:

*“During rush hour times the 507 will get stuck behind numerous cars along Shawville Blvd SW and could take 10 plus minutes to get into Sundance..”*

Feedback about route branding/numbering in the 500s:

*“Wondering why this route is being numbered in the 500s? Should this route be either Route 305 or 308”*

## What we did

- Minor adjustment to stop locations along 162 AV SW.

## Key factors for decision-making

- Provide a more logical stop location to catch three different services.

## Appendix: Verbatim comments

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*Offensive words have been removed and replaced with [removed]; otherwise, comments here are completely un-edited.*

### *Proposed area network*

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Just have the busses run more frequently. I can't be waiting over half an hour at night if a train is late by one minute making me miss the bus.
Overall, great changes to the network with potentially lower number of transfers needed to get to and from different communities. However, please increase the bus frequencies so that transfers are seamless and to reduce wait times.
I believe transit needs to ask the riders what they require aswell as what the majority of riders are using the service for. For example if most of the riders r using the service to go directly to somerset then thats what the service should provide
Staggered times a must and accurate schedules.
Need better service to go from the south part of Seton to the c-train.
Dislike all changes. Too much of a confusing network. Current network is simple.
Please increase bus frequency on all the routes if possible (20 minutes maximum), with even faster bus frequencies (15 minutes) on longer routes like the route 25 and route 18. This would considerably decrease the waiting time to transfer between buses and decrease overall commuting times for transit riders.
Ensure that all routes keep good frequency and buses on the route, otherwise its a waste to add all these routes and have terrible service.
I hope there will be changes to this proposed network. Some things I believe are a great change such as the 507 but other changes are confusing to me such as the 18. I hope maybe Calgary Transit could work with the City of Calgary and redevelop some certain areas and roads to dedicated bus spaces such as bus terminals/exchange or maybe bus only lanes and gates. If not then maybe some certain roads could be opened up for better routing of bus routes because the design of these communities in the route really aren't ideal or buses to be run. If bus stop balancing could also be considered that would be great. Some bus stops are way too close, the bus route I take frequently, the route 75 stops way too often and it slows the whole route down. I would be willing to walk and extra 2-3 minutes to my bus stop for a overall 5-7 fast bus route with potentially better frequency
Transit expansion is always great to meet the growing demands of the city - creating transit centers and connecting new communities will help with traffic congestion. This proposal is a great idea though eventually this system will collapse until the redline is extended further South to 210 SW station.

<p>You're taking already awful service and making it worse with little consideration for individuals with reduced mobility. If it takes more than 20 minutes to get to a train station it isn't working. You need to revise this and have actual stops at canyon meadows station.</p>
<p>The commute time seems unreasonable for the cost. Uber or car pooling seems to be the better use of time. Again without the schedule it is hard to form an accurate opinion</p>
<p>My biggest concern with this proposal is how the network could become difficult to understand. People that currently choose to ride transit for direct to the c train might now have to stay on board for longer, especially looking at 29. This route is normally a full bus at Anderson station. Having the route now at heritage makes for a longer commute.</p>
<p>Busses are wonderful. We need more safety patrols in general. I have not used the train in a decade + due to violence and unsafe stations. Bus stops are not accessible when it snows heavily or is icy.</p>
<p>It could meet my needs if it's runs every 20 minutes. If it's going to run every 30 minutes or more it will not meet my needs at all and will result in longer commute time.</p>
<p>More connections, more destinations accessible with no or less transfers, with simplified route design.</p>
<p>Brings back improved service for Braeside.</p>
<p>Some new routes are great, others seem like a downgrade. Was hoping for better connectivity with the max yellow stations from mid/western oakridge. Bring back route 95 please</p>
<p>It seems like there are currently more options for me based on where I live than there will be with the new proposed network. I am also concerned that with only one bus going directly to Canyon Meadows Station, the station will become even more sketchy than it sometimes already is. But I suppose this can be taken care of with an increased Security presence?</p>
<p>New services help provide better connections to the schools, not clear if this will affect school services in the communities or if they will be continued to be offered if these routes are implemented. If not, there would need to be enough school trips or larger capacity buses to accommodate this</p>
<p>Not comments but rather question... Why the proposed route 18 runs in parallel way with the CTrain and only lightly touches Legacy? Overall I think the proposed transit changes will worsen the situation with buses, their schedule, connections and usage, that will force many residents to use their cars to get to the first CTrain hub (Somerset-Bridlewood) resulting in much busier traffic and less safe roads, lower quality of life, additional transportation costs for families, worse City of Calgary services, as well as environmental impact overall with more cars on the roads.</p>
<p>Looks like the routes will be longer and as such, any weather delays will also be longer.</p>
<p>Please don't change the current route 10.</p>
<p>This seems like a lot more routes than before. Can transit afford this?</p>
<p>Make a definite bus loop in Legacy for easier transfer if need be.</p>

<p>My only concern would be ensuring you have the fleet on buses necessary to keep up with some the larger routes. I find there are already some bus routes in the south that already have a hard time keeping up with their schedules</p>
<p>I currently take route 35 bonavista and prefer the existing route but would like to see the bus run more frequently as it sometimes is an hour wait.</p>
<p>I like the increased connectivity, but I think it falls short with regards to station access. Its simpler to access many areas in the South, but it would take longer to access Downtown or anywhere in the North. It also increases trip complexity. I could no longer simply take either of the 29 or 44 to Canyon Meadows or Anderson, I have to plan out long walks, transfers, differing morning and afternoon trips, longer bus rides, etc. It's more complicated, and that would discourage many riders, including myself. I'm concerned about frequency too. Currently, the 44 and 29 together provide 3-4 buses per hour to the stop nearest my house, and the 29 by itself would have to have a frequency of 15-20 mins to match that. I'm also concerned about capacity, as the 29 can get very full when OLR students are on it, and it (and the current 28) can get very full when using small buses in the evening. I think that a lot of these problems can be rectified by simply keeping the 44 within the proposed network. Its not a major resource sink, only requiring one bus (probably a small bus realistically). It would reduce trip complexity, offering direct, easy, and quick access to the station, it would reduce the burden on the 29, and would mean that the current frequency of ~25-30 mins can be kept on the 29. It would also mean that the 35 doesnt have to go on Canyon Meadows Drive and Lake Frasier Drive, reducing the burden there. I think that many of the changes are good, but I think that without the 44, it reduces accessibility, increases complexity, and extends trip times to the downtown core and North Calgary. Additionally, the 29 could go to Anderson Station like it currently does, then continue on Bonaventure Drive to Heritage. This would be a worse solution, not solving the frequency or capacity concerns, but it would slightly decrease complexity. I do like that it doesnt do the loop on Lake Sylvan Drive, though.</p>
<p>Needs mobility across fish creek along Macleod trail.</p>
<p>It would be such a great improvement to my transportation. It gives my area much more coverage than before</p>
<p>Why not use the waiting area to have some commercial space. Transit spaces across the world use these high footfall areas to fund operations. Calgary is near zero for that</p>
<p>I think it covers the south side of the city quite well. I am excited to hear more about the LRT south extension to accommodate the growing population in the southern region of Calgary.</p>
<p>I miss the unified stop at 194 &amp; Chaparral that used to have 3 lines that met at one stop and took you to the train. It meant I had lots of service if I walked a few blocks. Now there's far fewer viable routes and I'll spend more time waiting for the schedule.</p>
<p>Good in terms of hopefully providing better frequency to the changes in routing. For example, removing coverage from Millrise and Shawnessy, sure but make the 25 come very frequent to account for that. The 25 and 18 are much needed, a bus route that connects south and north of Fish Creek is much needed, rather than ahving to take bus-LRT-bus, taking one frequent bus that passes through roads is helpful. The NW has this and the south should as well. Dont change the numbers too much, keep 112 as 14 and keep 107 as 52 to make it less confusing. The 29 I used a couple times, but why not connect it to Anderson? Its inconvenient for users to go to Heritage. The 35 should be re-routed to better cover canyon meadows. And why give double service to Parkland rather than Queensand/Deer Ridge? Parkland in my experience as lower transit usage.</p>

<p>102 changes, hopefully it doesnt become a milk route. Maybe have wolf willow become a separate route? Either way good changes, just make it more succinct, less milk rns and cover areas that really matter.</p>
<p>Mostly fine, what I often notice is that Calgary Transit is heavily focused on getting people downtown where it would be nice if it was a viable transportation option to get around. It shouldn't be easier to go downtown first to get from Acadia to 17th ave</p>
<p>Massive dislike to the new proposed bus routes. Please have some form of buses that will go through Millrise. The new proposed bus routes will dramatically change how I'll take the bus now. There will be no buses going through Millrise DR SW now and It will now add another 10 or 20 mins to where I'll go now.</p>
<p>I like that there was work to rethink routes instead of just tweaking old ones.</p>
<p>Route 12 and 11 are right infront of my house less than 5 minutes away. It is exteemely convenient to travel despite the already drastic bus times that are currently offered. I have my mother of 65 who heavily relies on these routes for her transportation and need these stops to be close because of her disabilities. Taking this away for a new route such as 18 does not help the accessibility of my family and this community</p>
<p>It appears that the new routes will provide next to no buses thru the Sundance business park, where Fluor and South Calgary Health Center are located - this is not good. Previously 11, 12 and (marginally) 78 all serviced that. Especially considering people with mobility issues cannot walk that far, the more buses you can provide to Fluor and South Calgary Health Center the better (both of those are located on the far south side of the business park). To be honest the current existing 11, 12 and 78 provided reasonable service to the Sundance business park. Calgary transit already butchered the Sundance service a few years back by eliminating 178 and changing 78 so that only a small portion of Sundance has bus service with a reasonable walking distance. I know many consumers and drivers gave feedback back in 2022 to no avail, so I am not sure what will be different this time around.</p>
<p>I'm not sure why it did not give me a choice to review route 14, however, route 14 never comes at the scheduled times. I have kept a detail log going all the way back till 2024 of how unreliable this route is. Often times, it will give a scheduled time and either never show up or be over 10 minutes late. In the winter, this is extremely dangerous as the bus shelter creates barely any warmth</p>
<p>I'm excited for new routes but I'm afraid of them replacing the current routes. I really don't want want the 11 southwest loop, 102 Milrise or 14 bridlewood to change, but adding the new routes would be nice. As long as these ones stay it would be okay</p>
<p>The modified route has completely avoided more than 1 school such as Our Lady of Peace, Samuel Shaw School, and Janet Johnstone School. Students who attend these schools rely heavily on this route. Plenty of people also use this route to get to the nearest station - Shawnessy Station. It is important that this route is preserved, and add a new bus route instead of modifying this route.</p>
<p>Please just don't get rid of the Max Yellow - it has been a dream come true. I even sold my vehicle because I can get to and from work so easily</p>
<p>I think that the new routes will help improve convenience for the most part. It will help connect me to many more places easier and more options to get around.</p>

we used to have 167 & 168 routes in Legacy, Walden only at busy hours. it then take away 168 route. With the community getting bigger, route has expanded which is understandable. however, getting rid of 167 is absolutely ridiculous as route 30 and 31 will extended my travel time 15 mins more than right now.
New proposed lines will add more time on transit as they will all be longer routes. There is already concerns with transit cancelling buses along the 167 route so if there is cancellations along the 30 and 31 it will be alot harder to get out of the community and making the buses alot more full as Centennial high school doesn't have enough express buses to begin with.
Having moved to Legacy from New Brighton and Prestwick, there is no quick feeder bus from the community to the BRT / LRT, nor is there a before and after work express bus to the core. It's fine to offer these routes as options, but legacy is a huge community and just having added on another 15 mins to routes 18,30,31 at the end of their runs do not help with efficiency. Please add express routes that cover route 30/31 and go direct to the core. While it may reduce the commute times, it will greatly improve the stress of transiting, crowded buses and keep downtown commuters with direct access from their community to their place of work.
Legacy needs a bus direct to the LRT. We need shorter commute times. The 18 is the closest option especially if the loop I suggested is implemented.
Need transit for evenings and weekends.
As a resident of Wolf Willow, I strongly support the proposed Route 30 (Wolf Willow) and Route 31 (Lake Chaparral) loop system, along with the overall service expansion in our community. These changes will greatly improve local connectivity within Wolf Willow, Chaparral, Walden, and Legacy. To make transit truly useful for more residents, I urge Calgary Transit to prioritize extended evening and weekend service on these new/improved routes. Currently, many south Calgary feeder routes have limited or no service after early evenings or on weekends, which makes transit unreliable for shift workers, evening outings, families, or non-peak travel. Adding reliable service into the evenings (e.g., until at least 10–11 p.m.) and on weekends would encourage more people to leave the car at home and reduce reliance on driving. Additionally, please enhance connections to downtown Calgary. Wolf Willow residents often need to reach the core for work, events, shopping, or entertainment. Better timed transfers to frequent routes (like those linking to Somerset-Bridlewood LRT or Macleod Trail corridors) or eventual integration with Primary Transit Network/BRT improvements would provide faster, more direct access without long waits or multiple transfers.
Need better service esp. over the weekend and late nights.
We need more buses, even if it's the smaller ones but the schedule is so minimal compared to other major cities. Calgary is not a transit friendly city. Expensive and minimal service
Excellent plan by city thinking ahead of tome with these south neighbourhood buildings. Really liked 30/31 loop system
Excellent plan by city.
We need a express route from legacy to somerset train station during the rush hours.
I believe there should be an extension or better stop for route 56 for passengers to access buffalo run costco. Everyone wants to get off at 130 ave sw, but the stop isnt even close to 130, the people are walking from that

<p>stop all the way up to 130. There are several traffic circles close to the costco and I know a lot of people would appreciate it if there was a stop extended down there and the bus could turn around in the traffic circle</p>
<p>We need commute to Dr. E.P. Scarlett High School from wolf willow which is not currently providing by direct city school bus route. Current bus route 768 does not cover our community and not convenient to use. My suggestion is to extend route 768 down to Wolf Willow and start it from here through Legacy all the way to Dr. E.P. Scarlett High School.</p>
<p>In new community like yorkville On demand does not have a route going to the silverado. Going to school in silverado is a long walk for parents and students. We have to take both on demand to go to train and bus 102 silverado to go to holy child school otherwise the other option is a long walk which is unlikable during winter times for commuters.</p>
<p>Transit from holy child school to new communities.</p>
<p>Please provide a direct bus to and from Legacy to the Somerset LRT station and vice versa. Please do not cover any other community.</p>
<p>Again, I would appreciate if the buses during rush hour would be more frequent. This is a busy community with people that do take public transit. I am often waiting in the LRT long times for me to fit into a bus because it is so crowded. You should ride this during 4pm-6pm to see how combining the 102 and 78 will cause additional headaches for riders.</p>
<p>With lots of communities developing in south, very future thinking plan by city. Good job!</p>
<p>The bus time to a main transit artery like Somerset station is way too long to make this serviceable to any users, whether for work, school or pleasure.</p>
<p>The new propose route for Bus No. 102 will now service the Midnapore Area instead of the Millrise Area. Please have a new Bus Route for the Millrise Area.</p>
<p>Why add extra commmunities to legacy Walden when the bus is already packed and takes long enough to get to the somerset station. This is [removed]</p>
<p>More service needed in Yorkville. Especially along 194 Avenue</p>
<p>you are shrinking the coverage in Bonavista forcing long walks to a bus stop for large portions of Bonavista and Bonavista Downs users with no real tangible benefits. Buses are now going to different C-Train stations instead of Anderson which is maybe a good thing but not necessarily. You mentioned there is greater access to a bunch of High Schools but the main High Schools served by these communities have direct busing to them already. Realigning the routes to be closer is not a large benefit as most kids going to those schools if taking the bus will be on those direct buses (711 to 720 going to BeaverBrook). There is still no direct bus to Canyon Meadows high school so now being directed to stations like Heritage or Chinook now increase the time to get to school.</p>
<p>It can be difficult going from one side of city to another that doesn't require the trains (ie multiple buses). Also when trains break down or shuts down due to accident, there's not enough routes available to leave downtown especially southbound until buses take over trains.</p>

Some routes may work but not all necessarily work for everyone. Routes that affect me focus more on those who work and students. Transit has always focused on getting to the core or to train stations. Not necessarily east/west or opposite quadrants.
It seems to meet some of the need for now. We would not know fully until it is implemented.
These new proposed routes will increase the amount of time we take to go to LTR from Legacy. We need a direct bus, from/to Legacy without going through other communities.
If 83 will be the only bus service in lake bonavista community then please set timing like bus will come after every 10-15 minutes.
Removal of 44 Deer Ridge route, plus changes to 29 route, give people who live in Deer Ridge significantly fewer options for getting to Canyon Meadows station, and navigating around south part of the city in general.
28 should come more often or should be a shorter route.
Is there any possibility of adjusting Route 28 so that it arrives at Canyon Meadows Station at 10:00 PM instead of 10:05 PM? I work in Deer Valley six days a week and finish late at night, and my current commute takes about two hours. If the bus arrived at 10:00 PM, I would be able to get home nearly an hour earlier. This small timing adjustment would make a significant difference to my daily commute, and I would really appreciate it being considered.
Number 10 is the only bus that our route has. There is no bus connecting our route to any other routes, such as Heritage Station or Deerfoot meadows. This bus used to go to SAIT and I work at SAIT. It would be nice if this come back.
It appears only 1 bus the 29 will go through queensland. Was nice to have 2 busses go through as schedules are not very reliable.
I would like the bus to run on weekends.
I would like the bus to run not only on weekdays but also on weekends, and to have a more flexible schedule.
Busses arriving when scheduled.
It's going to make the bus times so much longer and less consistent. For those with disabilities they will need to have to learn the lay out of different stops now learn new bus route for different connections and leave so much earlier in case there is delays as these routes are so much longer now
Needs more busses coming more frequently, and cheaper fares.
I really hope they keep Route 29 it makes getting to and from my child's school so much easier.
It remains to be seen how well it works in terms of making connections. eg bus pulling into LRT station just as the train pulls away, and vice-versa.
Poor safety, peaks are busy, then when no peaks there is no ridership cause the service is poor. 10min cab or 1hr bus or 1.5hr walk

<p>Again, this only meets needs if evening and weekend service is provided.</p>
<p>Needs to stay align to closest stations for faster movement.</p>
<p>It would have to come more often and into the night. Adds more time to walk to and from the bus stop in Millrise. 25 is a decent alternative to take from shawnessy blvd to 130 ave to get to Buffalo Blvd.</p>
<p>I am not aware of this proposed overall area network you mention, so obviously it's not going to meet my needs. I am pleased with the current transit system, so I see improvement as a waste of resources.</p>
<p>I will not reiterate again. It is a mess of "efficiency" designed by some pencil pusher who has never lived the reality of relying on transit to live and work. Complicating what was simple to the detriment of all. I cannot say anything good about this proposal whatsoever and you're frankly lucky I am not cursing you out for having the audacity to do so.</p>
<p>The new route for bus no 102 going only the midnapore area will greatly impact my daily commute as well other people in the millrise community that depends on the bus especially during frigid winter time. Except a new bus route will be provided for the millrise area.</p>
<p>Again, the routes seem like they'll work for me but everything depends upon the schedule. If the routes do not include early morning hours, then I won't be able to utilize the service.</p>
<p>The proposed overall area network is good for additional trips to downtown but problematic because it reduces service to schools.</p>
<p>Increase the time to reach somerset lrt with new planned bus route. Do not recommend it</p>
<p>It would take longer for the bus to make it to the train station. Therefore, having to leave earlier for work school, etc.</p>
<p>See previous comments regarding the frequency of bus route 28.</p>
<p>As mentioned prior, increased transit time to the train stations. This will make longer trips require more than one ticket per direction, which is going to end up affecting casual passengers more. Consider increasing ticket duration to fix this oversight.</p>
<p>Not so sure what this is, but it is okay.</p>
<p>We will organize if you do this.</p>
<p>Will depend on scheduling. Currently the route 78 is overcrowded and especially from the chewing station in the late afternoon early evening not enough to be effective and overcrowded</p>
<p>Making it longer rather than faster.</p>
<p>It would be disappointing to have the 10 end at chinook station and then to require transfer to another bus for further travel. The reasoning for this isnt very clear to me - i haven't noticed any time delays and when I'm travelling on the bus it's never under utilized</p>

Reducing service options and frequency, while undoubtedly still increasing the already ludicrous fare every year?! Great.
The 167 route is perfect. It is fast and covers two communities. The 30/31 route seems like it was dreamed up by someone who has never actually ridden the bus. Travel takes time, and tacking 30 minutes on to EACH leg of the trip seems to me to be some sort of bureaucratic attempt to make the poors pay for having to take transit. I would encourage the designer of this proposed route change to actually take the 167, and then a bus should be provided for them to experience their not so great plan with the 30/31. Surely it would be more efficient to simply give Wolf Willow their own loop route like the 167 is for Walden/Legacy. I would be interested to hear what they have to say afterwards.
It's pretty good, but it does disconnect major schools like our Lady of peace and Samuel W. Shaw
Bus route 63 does not have enough stops in Alpine park/Vermillion hill.
No matter the network is how perfect, the professional bus driver is the final excuter, please re-train most of bus drivers, according to your existing schedule drive buses, maybe their coaches need re-train as well. Thx
Needs improvement on the entirety of Somerset Dr., Evergreen Woodbine wolf point and Walden as well as legacy
Changes to the current system will have a negative effect.
The routes are way too long and your wait times for transit are way too long. This city has grown and transit is way behind and lacking and that is why so people drive! Not great for the environment.
Getting to the faster routes will still be a problem. CTrain safety is a major issue that may cause me to avoid transit. Cost is a major issue. I can park downtown for <\$10, so paying \$8 or more for transit doesn't make sense. I recommend a surtax on Calgary downtown parking to reduce costs for transit riders. Calgarians already pay the highest parking rates in north america, so clearly they're willing to pay significant amounts. If there was a \$1-\$2 surcharge on every car parked downtown that was used to reduce the cost for transit riders, it would reduce the number of cars downtown and increase the number of transit riders.
Just make sure the schedules are staggered with similar bus routes to ensure maximum coverage.
It is too limited and reduces the overall coverage of the area making trips longer.
It's about time. Looking at ways to merge bus routes together. In the long run will save operations hours and have them used on other bus routes.
Ending buses so early for people who do not live in such close proximity to the trains and even though its walkable, to some degree, in cold months, walking isn't always the best option. Later buses to match the last trains would be more beneficial.
It would be nice to have more than one option to get to and from the train. The other 2 routes proposed would lengthen my commute, but it would be better for the high school students. I prefer the 18

<p>While it 'meets my needs' I have to take more time out of my already busy schedule to get around. In my opinion, the 28 should make a stop at Canyon Meadows before heading to Chinook. Likewise, the 29 should stop at Anderson before Heritage.</p>
<p>Somerset inner community is getting totally reduced service. Also the south of Somerset Drive doesn't have the space for bbig busses to pass through, it should follow existing route 14 at least on North side of Somerset drive. And we are losing route 52 service!</p>
<p>11/12 are very convient. The changes will hurt many seniors, having to transfer buses when currently only one is needed!</p>
<p>Actually, I was hoping this was a review of the existing routes and how they need to updated and fixed. The new routes do not help the existing in any way. It's great that you want to expand, but maybe try fixing what is currently in place before launching new routes. Buses and trains late over 90% of the time during peak morning and after work. Over crowding. Mostly due to students who refuse to take school buses or the transit buses assigned to them. Cleanliness issues.</p>
<p>It would be a huge improvement to add more trips to this route. At least every 15-20min instead of 30-45min.</p>
<p>Nice to have a specific bus for Cedarbrea. But needs to come more frequently during peak commute times (morning 6:45-9am and afternoon 3:00-6:00pm) for it to be effective.</p>
<p>Removing access to the bus loop at canyon meadows is not a good solution....as an an option add additional loop to the route to come to the station directly and then go back out to Fairmont Dr. This would also allow you to use this route as a shuttle between Chinook and canyon meadows when the ctrain inevitably breaks down.</p>
<p>I am consistently needing to take 2 or 3 buses to get to where I need to go. Even then I am walking more than 10 minutes from the bus stop</p>
<p>My only problem with this route is that around 5 pm + the buses in circulation cut down. It makes it very hard to go home because the buses you think you can catch go off as soon as the bus passes through the train station. I once had to wait 2+ during the winter solely because of the delays around that time. During 3-4 high school students get on and the buses are overcrowded requiring another bus to come otherwise students don't stay behind the yellow line near the driver. Otherwise I like the route, I find the bus stations are well placed and there hasn't been major problems other than the period that makes it impossible to get home without an uber or without it falling dark. Taken this route to the train for 3 years.</p>
<p>Some many transfers to get to different area of the city. With the waiting each time you have to transfer or with so many routes now broken up it take longer to get to places. This is not convenient nor rider friendly.</p>
<p>The proposed changes are very positive. However, a lot will also depend on the frequency of bus service. Currently, route 78 is very overcrowded, and there is no guarantee that route changes alone will solve this problem. There are areas in Calgary where buses run almost empty all day long, yet their frequency is still maintained (for example, route 164 on Signal Hill). Calgary should pay special attention to young neighbourhoods, so that children and youth have easier access to public transit. The proposed changes are a step in the right direction, but public transportation should anticipate the needs of residents rather than only meeting them once residents have long since lost hope that things will improve and that any change will actually happen. In today's world, good transit is essential.</p>

<p>This proposal solve all parents problem about drop off and pick up from and to school- Holy Child. Thank you for this changes.</p>
<p>It could have been better during snow fall they allocate some buses going to Somerset in 162 ave bus stop, because all of the buses stuck in the uphill of the community and affect all the workers tend to be late. I am unhappy with the long train this morning, they are very insensitive its rush hour and make me late again.</p>
<p>Limited frequency was the largest issue with some routes. Buses that only run once an hour are only going to be used if there's no better option.</p>
<p>The proposed overall area network makes things much more confusing. Canyon Meadows Station was the ideal station for people living in Deer Ridge/Deer Run/Parkland. The proposed area network makes it much more challenging for people in these communities to reach a train station, as lots of these new routes are instead going to Anderson Station. The current routes I believe are perfectly fine and should not be changed.</p>
<p>Half hour schedules and traffic delays mean that I have to allow 1-1.5 hours of travel time to get to a scheduled event or appointment on 2 or 3 buses/C-Trains</p>
<p>The proposal of no longer having the 10 go past chinook is frustrating. Have you tried getting to the south when there is a train line disruption? Have you done it with a stroller or small child? The 10 is fine just the way it is.</p>
<p>Seems like it will be a very long bus ride.</p>
<p>There are some good things about this area network. Reaching out to the new communities, and making sure there is coverage to all the high schools int he sw region. I fear that there was too much focus on those factors that hinder coverage for the communities that do not have things like shopping district and major high schools. As stated before, millrise basically has no coverage. We would have to walk to farther bus stops. I also feel like there is going to be a lot of delays on the routes due to how long these routes are. Considering on of the goals of the new proposed area networks is linking all the high schools together, we would have to sacrifice how many buses can run. This might cause busses to get fuller faster and causing people to be upset.</p>
<p>All routes buses are very good. Divers are very nice and friendly cooperative.</p>
<p>For myself many more transfers requiring more connections. Unless route frequency will be increasing I might as well drive and add to the traffic congestion.</p>
<p>We need a bus that connects Deer Ridge to Canyon Meadows station. The proposed 83 will take longer to connect to Anderson. If the 44 remains, that would work. Deer Ridge residents need a fast way to connect to the train. My son is a university student and not having a bus that goes to Canyon Meadows will add 20-30 minutes to his trip.</p>

I am very disappointed with the proposed bus route changes in the Fish Creek Transit Service Review. Proposed changes to Routes #28 and #83 completely abandon the work-day commuter that travels by LRT either north or south. On Route #28, commuters must either:

- Get off at Bonaventure Drive, cross two roads, and walk 400 metres to the Canyon Meadows LRT station. Both roads are very busy with traffic. Furthermore, the pedestrian crossing of Bonaventure Drive is an uncontrolled intersection, putting transit users who exit here at greater risk of a traffic accident, or
- Continue to ride the bus to Chinook Station, which significantly increases travel time, both north and south on the LRT. The LRT takes about 10 minutes to travel from Canyon Meadows to Chinook Station, and I estimate the bus will take 25 to 30 minutes to travel this same distance along Bonaventure and Fairmont Drives. Thus, commuters travelling north have added 15 to 20 minutes to their commute time one way, whereas commuters travelling south have added 35 to 40 minutes to their commute time one way. Similarly, commuters using Route # 83, must travel to Anderson Station, adding about 5 minutes to a north-bound commute and 10 to 15 minutes to a south-bound commute one way. I am extremely disappointed that The City proposes to abandon the work-day commuters. These changes hints that Calgary Transit has long-range plans to close the Canyon Meadows LRT station. First cut bus service to reduce the number of passengers, wait a few years, then state that we are closing the station due to a reduction in passenger counts. This is typical of what London Transit has done in the past. I understand that you are trying to service the high school students at Lord Beaverbrook School, but they only travel in a 1½ hour time frame, twice a day during weekdays for 10 months per year. Furthermore, the staff at the open house stated that the high school students will continue to have their dedicated bus direct to the school, so why duplicate this service? What about the workday commuters who travel outside these time frames and 12 monthly per year? You have abandoned them. Absolute minimum, have Route #28 stop at the Canyon Meadows LRT Station, not 400 metres away and across two busy roads. Route #28 could follow existing Route #44, which goes up Lake Fraser Drive to the LRT station, then back south and north bound on Bonaventure Drive. The proposed Route #28 # 83 maps obviously show that the planner who prepared these has no idea of what communities are in the area. For example, the text boxes for both of these routes state that they service the “Deer Ridge Community” they do not. Both routes service Deer Run and Parkland, whereas Routh #29 services Deer Ridge. Again, disappointed that your planners do not even know what communities the bus routes are servicing. No mention of frequency of bus service. When we moved into Deer Run over 45 years ago, bus service was every 15 minutes during rush hour, 20 minutes outside rush hour. Once the south leg of the LRT opened in the early 1980’s, bus service was reduced to 20 minutes. Then several years ago bus service was further reduced to every 30 minutes. I am suspicious that these changes will trigger yet another reduction in bus service to our communities. Do not abandon bus service to the Canyon Meadows LRT Station.

If you get rid of the busses the stop at Canyon Meadows Station you'll be doubling the communte time for people who live in the deer ridge community. The 44 bus route stops right by my house and takes me directly to Canyon Meadows Station. Why would you delete a bus route that is always busy and used by a whole community. You say you want Calgarians to use transit more, yet you decrease the service and up the transit prices. Get your priorities straight.

No easy way to close train lines from acadia. Forces elderly population to walk a good distance

Not cohesive to connecting me with my community and is absolutely a mess. So disappointed that we have to travel down to heritage station.

Everyone who takes the 28 needs that direct connection too canyon meadows. Removing that bus is a horrible idea.

It is a confusing mess. I don't understand why you're changing it. I won't be able to get to my destination. Why mess with something that was working
People need the 28 to get to canyon meadows. Rerouting that bus too only go to chinook will over crowd that one station and make it extremely hard to go anywhere.
the bus route only comes to the main road (210ave and sheriff kings) does not cover within our community. I saw a new bus stop next to sirroco shopping center, we need a revised bus route that goes through the community.
The whole plan is trash, the concept of convenience is completely absent from any part of it, and that's kinda all you're for, so in my opinion, scrap it, make sure the minds behind it aren't in planning roles ever again, and leave things that work fine as they are, alone.
not in the walkable range. need to come through sirocco, and between creekstone&creekview and out from hudson to 210ave.
Again, without knowing frequency and duration of operation, there is no comment possible.
I get off at canyon and on at canyon, to go to heritage station I will have to back track .
I really hope you don't change or take the route. Otherwise, I will drive. When I lived in SW. You did the same. I drove. I okay do this even with rush hour or gas prices. Rather this losing service always.i really think all these inconveniences on done on purpose to help line the pockets of business partners
The network is good. It can be better in downtown. The circle the bus does around city hall area is pointless and causes a lot of delays when the traffic is bad.
im not clear on what this proposal entails. please maintain route 10
The transit routes I use are north of this study area (north of southland drive ) however I am concerned about the proposed changes to the current #10.
With the change to Anderson station, this is no longer as convenient to use the bus. My justification was that taking the bus to the train was quicker than driving. With the proposed change, I will definitely start driving.
The 28 and 83 no longer go to canyon meadows station. In fact no buses go to canyon meadows station
Getting rid of route 44 to merge with others, doesn't even make sense. How will it serve our community of deer ridge? 29 is overly congested because it goes through many communities whereas 44 goes through less and is not as congested. It gives options to people who live in this area. PLEASE DON'T GET RID OF IT.
Don't remove the stop of the train station, is a necessary stop why removing it, thinking that is going to have more people riding the train. You try to walk 400 meters, past a street , go to the bridge and take a train that it might be late. Is not a feasible new route is horrible.
For people Beith limited Mobility or mom's that they want to used the train your proposed change is making it really hard to use the busses, I prefer not taking the buss anymore and drive to work, that I believe is the opposite of what you want to try, don't remove buss route create better ones, do not change just for cutting

costs 400 meters is a lot in winter and without any shelters or spaces like the one currently in Canyon meadow station people like me will not take the busses, is just stupid.
It breaks up full connections that previously offered direct routes to downtown and made it appealing to use transit. Now the trip will grow in time and make using transit less appealing as it takes longer. The current route 10 offers competitive time to downtown compared to driving and i usually take it
It would be nice to have more regular transit, not less.
Every proposed transit route goes to a train station further away then the closest one to our area and that is an hour walk away.
Currently it is fine changes will be awful.
The proposed overall area network increases the effort and time of commuters. A majority of people who use the current bus 10 route are those in the SE community needing to travel downtown. Having two buses to get to downtown is no doubt going to waste everyone's time and will result in several complaints. Not only will people have yo take two buses to get to work, but in the event that the initial bus is late getting to Chinook station (which is expected, given that there are always delays with Calgary Transit), everyone will miss the connecting bus to downtown. While commuters may take the train in this instance, trains are always packed during rush hour or are also experiencing delays. The current delays in transit are already too much and happen very frequently. With this proposed area network, everything will just become more frustrating with the extended commute and any coming delays. Waste of time.
Why make changes that add time and distance to an already huge area? With Walden/Legacy at the outskirts of the city, why make the new proposed route come back through two other neighbourhoods, one of which, Wolf Willow, should be a separate route altogether. Why force an extra 30, 40, 50 minutes a day on your customers anx perhaps an unneexed train ride or two. It makes zero sense.
I use both busses 11 and 12. Their schedule is horrible, they both come at the same time and the gap between busses is too big , 30 minutes is alot if I miss 12 and 11 at 11:09 am I can't go to university because the next bus is at 11:39. Same issue with my clinicals which happen to be at 6am, there are no busses to take at 4am or 11:30pm or 12am when my shift ends. I always have to wait at fishcreek station, shawnessy and somerset for over 20 minutes for busses and that usually happens after I finish university sometimes at 11am, 1pm or 12pm and 4 to 5pm.. the service is never good at any time there are always delays and more busses are needed to reduce the wait time. As a nursing student I can't afford to spend total of 5 hours in transit daily because time is gold to me. This can be reduced to a 3 hours max if the wait time between busses was to be reduced...
Works good enough.
I believe there are some good changes but there are a lot that will not be.
If itain't broke, don't fix it.
30 minutes to walk to close bus stop (Legacy) on the weekends and evenings.
I didn't see a picture of this. Not sure what it looks like.

Do not get rid of the 44!!!! We need to be able to get to canyon meadows train station directly. Do. Not. Get. Rid. Of. The. 44!!!!!!!
Asking seniors to walk longer distances to get to a train station is not the answer. Same with having to wait for the bus at stations where there is no refuge on a February night at -25 degrees is not acceptable.
Route ending at Anderson Station. Also, on weekends, extend the time of last bus to 10:30 pm
It's very on time and neat. Bus 10 us important to a lot of people in this area
You are no longer routing the buses to Canyon Meadows station which is crazy. It may only be a 400m walk but that's nearly half a kilometre in -30C with no shelter waiting for a bus to arrive!
Same reasons listed in 28. Greatly hinders my handicap, and consumes fuel to go to further train stations.
Frequency is a big question mark. I hope the plan is to at least retain current frequencies but ideally to have more frequency (like buses every 15-20 minutes instead of 30 minutes)
The changes mean my commute will be more stressful as I will be required to transfer.
Why is there not a dedicated bus route for Chaparral Valley? The frequency is now less and the trip is taking longer with the addition of wolf willow. I currently walk about 12 mins each way to get to the stop. It looks lkme the city is paying more attention to newer communities like Wolf Willow and Legacy instead of also ensuring that existing communities like Chaparral Valley also receive some much needed attention- we also pay taxes but with these new proposed routes, our needs are pushed to the side. If the city wants us to use transit then they need to create that opportunity that is easily available to all.
The 35 should be reworked again with your crew, the proposed transit line is small and could be useful into connecting more transit lines and be further beneficial to The high school it connects towards.
Looks like good changes.
No comments on the overall area network. I use it to great effectiveness almost every day.
The Fairmont bus route is crucial.
It is not frequent enough.
The 10 Bus is an absolutely vital connection between the communities around Fairmount Drive, the businesses around MacLeod Trail, and downtown. From what I have seen, it's ridership has been average, not poor. So, abolishing the route would mean that people in the communities between Chinook Station and South centre Mall will have much longer commute times. Please do not do that.
Not enough information on the route and direction and schedule.
It mostly meets my needs, and 85% is better than 60%. It will come down to the scheduling of the routes 28 and 29.
Good bus route. Good drivers good times

It will affect negative my commute already. Will change arrival to work, times and distance . I do not want this
A bus route is required from Willow park to downtown. The bus is incredibly busy all hours of the day. Without this route our community will be significantly underserved by transit
I don't see the proposed changes to the network benefiting my transit needs at all. My input for changes would be to have the 125 bus route continue on the weekend, and NOT to take away or REDUCE the present bus route I frequently use. ( #99, #125, #126, # 56. )
I don't know what this is about.
It is going to take us double the time to get anywhere because the 10 takes us right where we need. Whereas if there is a connecting bus from chinook to Anderson we may end up standing outside especially with Calgary weather no one prefers to wait for a bus when it is -20
I think it is a very good update. Im really hoping it works as much in practice that it does on paper! This would definitely help it feel less pressure to use/buy a car which is not a viable option for many people.
Again, please ensure we can get to EP Scarlett easily from Fairview.
I have and injure leg, and you are removing the stop, making us walk more, knowing that the busses already don't wait a lot of the times, to a placed were you don't have the space to accommodate people waiting 30 min. For their buss. I don't think that having a higher prices, and removing that convenience of being there as it is currently makes sense your goal is for people to us more the train and with this I better drive to work and find a better method of transportation. It's ridiculous the goal is to connect your existing areas better not what you are planning to do.
In my opinion, route 10 is very versatile for me. If I need to get to downtown, it is the easiest route out there apart from route 15. If I need to go to chinook, its on the way
I appreciate the route expanding to other communities to meet their transit needs, however, bus route 52 is a more effective route. If I missed the bus at Shawnessy station, I would be able to catch it a Somerset station and loop around the community as it made it's way towards Midnapore. This would add an extra 20 minutes to my travel time but at least I would be on a warm bus instead of waiting for another bus for 40 minutes or walking for 20 minutes home (especially in frigid temperatures).
This changes will not benefit the communities affected. It will make the transit experience worse.
Again, I'm gonna tell you guys how stupid you are as none of you ever ride the bus. I probably never have so you know nothing about waiting for the bus in the cold. They're trying to get home late at night and you take away the services that poor people need. Get fucked and get a reality check
Failed to see the proposal.
As a parent in this area, I appreciate the effort to improve the overall transit network. However, I would like to highlight the need to better accommodate students traveling to Holy Child School. Currently, students rely on Route 78 and Route 102, which requires a transfer and additional walking for a relatively short distance. This is not ideal for young students and can be especially challenging in winter. I encourage Calgary Transit to consider a more direct connection within the area network, along with stop locations and timing that better align with school start times (around 8:15 a.m.). Improving these details would make a meaningful difference

<p>in safety, reliability, and accessibility for families. Thank you for considering feedback from parents and students who rely on transit daily.</p>
<p>Most of these changes seem to reduce service to a lot communities, instead of actually increasing or at least logically developing them. But I'm sure that either way fare prices will jump yet again in January! Work commuters are already having to pay EIGHT DOLLARS a day just to go to work, which in this economy/cost of living crisis is ridiculous.</p>
<p>Removing route 10 would significantly reduce my mobility.</p>
<p>My apologies for not checking for time tables. I picture my commute longer because there'll be less frequent connections. Currently, if I miss the 28 by one minute the 44 is close behind and I get home in a timely manner. Missing the connection seems greater with a proposed 400 m walk.</p>
<p>The existing 11 and 12 routes provide a direct access to the sunpark plaza businesses and health services that are along that road. I don't see any of the new route travel along this road, I think there is opportunity to adjust some of the routes that go along sun valley blvd to service this area. I am thinking of all the health services here especially the South Calgary Health Centre (urgent care) , lab service and Mayfair imaging here; the people with mobility issues would appreciate being closer to their destination.</p>
<p>Its a really nice and needed improvement on the bus network south of fish creek. Its going to make new trips to places I can't go as easily possible and make my life easier</p>
<p>I don't think the 44 and 28 should be disconnected from Canyon Meadows station. The proposed realignment to stations further north is very inconvenient. The 29 route should remain the way it is.</p>
<p>Busses arrive on time, the temperature in the busses is closer to the temperature outside- sometimes it's too hot and it's winter and you're wearing ten layers anyway and you're even more hot and then you're waiting for another bus in sweat and cold. Very annoying.</p>
<p>The Route 10 bus is a critical service for the residents of Willow Park, relied upon daily by children, seniors, students, and working professionals. It provides a safe, dependable, and direct way for people to reach downtown Calgary, where many go to work, attend school, access services, and participate in everyday life. For students and young people, Route 10 offers independence and access to education and opportunities. For seniors, it is a vital link that allows them to remain active, connected, and self-sufficient without relying on others. For working residents, it provides a consistent and efficient commute to downtown, reducing the need for costly and time-consuming alternatives. Removing this route would disproportionately impact those who depend on it most—creating barriers to employment, education, and essential services. It would make daily life more difficult for many in our community and reduce the accessibility that makes Willow Park a livable and inclusive neighborhood. Route 10 is not just a bus line—it is an essential part of how our community functions. It must be preserved.</p>
<p>The two buses is very inconvenient! The overall network means that I have to wake up earlier to take the bus, I might spend more time waiting for the next bus (especially if the first bus is late and I just miss the connecting one)! It will also be harder for me to move around and go to places downtown. It is very convenient to go from my house to work, the shopping malls (all of them), and to the stampede grounds for the sports games and</p>

the stampede! It is inconvenient and straining to have to take multiple modes of transit just to go to the same places that only takes one bus to get to!
Please see comments previously made.
I am very happy about the additions of route 25 and 18 going across fish creek park, so that people aren't restricted to only taking the train to get from the north to south. I think that overall these are some positive changes! A bit frustrated at the removal of bus options from Canyon Meadows, as it was convenient to be able to go to Canyon Meadows station and pick one of the three buses to get to Deer Valley.
Eliminating route #102 (Millrise) would severely disrupt my family's life and access to education, groceries, and essential services. I urge you to reconsider these changes and engage with the community before implementing them.
Is a bad route, merging routes and then not having proper space to wait and to be safe is idiotic. Prices are going up and your proposal is making me change my transit needs
There is no service on Millrise Drive.
Would like the route to start an hour earlier and run every 15 to 20 minutes.
We used to have bus 15 on both sides of the roads, which came and went, and now it's changed to bus 102 to go to Shawnasy, and it's so hard to find a bus that goes one way only. You can reduce the bus after rush hours, but not eliminate from the roads in the community
As I previously stated, it appears you are leaving Millrise without any service to access the train station.
I like that the 28 goes to Lord Beaverbrook and Fairview schools. I would also like for the 44 bus to remain to connect Deer Ridge to Canyon Meadows Station.

### *Route 10 - Macleod Trail*

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Just have the busses run more frequently. I can't be waiting over half an hour at night if a train is late by one minute making me miss the bus.
I think it should keep its Southern end at Anderson LRT station.
I would prefer Macleod Trail itself to have uninterrupted end to end local service via this route as it is extremely pedestrian hostile and one should not have to transfer/walk in an extremely hostile environment to get from one end of Macleod to another.
I think splitting the route 10 makes a lot of sense but making it apart of the 28 does not make sense. It will make it harder to commute from BeaverBrook to slightly north of Chinook but I think walking is fine and this will help the route 10 stay on time more often. One thing I would like to say is that the route 10 needs bus stop balancing. It has too many stops that are too close to it. I personally think that this route is very useful for a lot of people the way it is but the bus stops are too close. A re balancing of the bus stops is better than making this apart of the 28 because now the 28 is too long.

Needs expanded service hours, especially early AM and evening on weekends
Eliminates a secondary option for those east of Macleod Trail to get downtown without having to transfer to the CTrain
Ban
The current version of the route works better for our needs. Our family uses it frequently to go to and come back from Anderson to take the red line.
The route should continue to end at Anderson. During the times when the Red Line isn't running through the downtown, the 10 is a good alternative to get further south and bypass a lot of the crowding when people get back on to the C-train.
none ..its very very crucial bus should increase frequency.
Excellent route, good for north/south travel
Very useful to get further into to town
It is too infrequent to be reliably useful
Looking for more frequency on weekends
Splitting Route 10 doesn't help those passengers going from Willow Park to downtown to avoid transferring to train or another bus route. A lot of passengers in Fairview, Acadia and Willow Park to get to Southcentre on the north side instead of walking twice as far , especially for mobility challenged.
It's understandable some changes need to be done. It may be less effective for some citizens to get where they're going. More difficult for those living on Fairmount Dr. to get close to Southcentre entrance far medical & dental appointments and shopping having farther to walk by library. Especially mobility challenged & those with strollers.
Lore stops
This bus route sometimes meet my needs and sometimes don't because of the timing of this bus. It is more than half an hour apart sometimes and a lot of the times it is not on time. If I miss one bus, I'll be stuck.
Route 10 – Macleod Trail is our primary mode of transportation for traveling to and from work.
Acadia is under serviced
I use the bus to go to the laundromat, and to make connections to return home to Oakridge. I have used it from downtown in the past.
The route is extremely convenient for work and other travel through the city. It gives an effective range from the south to the core
LRT you guys prodded always broken, we were always stacked in the island doing nothing, use route10 at least we can access downtown for most without cars

I would like to add some Transit service to Woodbine
Keep it as 10 city hall/southcentre
Need a bus to come to legacy and goto mall (chinook or south center) OR directly to Somerset station. Legacy only has 194 bus and it doesn't have early morning or night hours
Since this largely seems the same as the northern half of the 10 route, this looks fine to me.
I need this route to continue operating to Anderson station, or at least southland station. In addition to myself, I personally know over 30 disabled community members who rely on this route to attend programming at the National accessArts Centre in Fairview. Please make sure you consult the National accessArts Centre staff and artists before making this decision.
I do not have a car, and have mobility issues. I work downtown, and the #10 is incredibly convenient for me because I do not have to change buses to get to work or to get home. I have specifically chosen things, like my doctor's office, because they are close to this bus route. The #10 is used by many seniors in the area. The proposed changes are frustrating.
The current route for 10 is fine. The current Macleod Trail route 81 should be improved rather than removing the Southcenter/City Hall connection.
Please Do not change this route. People do not feel safe transferring at chinook mall
I take the 10 often, as it provides direct access to downtown. Especially in the summer, when the trains are undergoing maintenance every weekend, the 10 is the most reliable and efficient way to reach downtown. The train is very unreliable, and having to take the bus to chinook then transfer to another bus, is not convenient.
Do not split up the Route 10! It serves as a direct link to downtown for the SE communities of Willow Park, Acadia, and Fairview. When the redline is down or delayed (often) the Route 10 serves a great alternative. I've been riding it for 10 years and it's always busy! Introducing a transfer will inconvenience many riders, even while you're raising the fare.
Transfer from 28 will now be required. No warm shelter at Chinook so I might as well drive and add to the traffic congestion. Like today one route 10 bus had a breakdown. Thankfully the 30 minute wait was not in the dead of winter.
This route is absolutely vital for me as a disabled person. It keeps me connected to other routes, and drops me off directly in front of my doctor office
While it is on time less than 50% of the time, it is the only way I can get to work.
Many people use this route to get from fairmount dr. to southland train station and also direct to the calgary saddledome. This change takes both those options away. There are alot of elderly people that need this to get to the train without going all the way to chinook from acadia
The current route 10 is very efficient, as it goes straight downtown after picking up riders in the communities, and feels very safe. The proposed route of only going from Chinook to downtown requires riders to wait

<p>outside for connections, in an area that is unfortunately heavily occupied by drug users. It not only adds extra time to the commute, it also causes a much worst rider experience.</p>
<p>The reason we moved to Fairview was for the convenience and walking distance to a bus stop. Though the schedule has really ticked me off having not changed back to the original schedule since year. I think is done in purpose to lower ridership!! Getting picked up at 7:33am at stop 5550 to my get downtown at 8am is ridiculous! That is when I start. The 10 mins difference. Makes a huge difference. Buses coming during rush hour every 30mins in a large city like Calgary is shameful! If this changes, I will start driving regularly, rather than taking transit. How are you helping ridership? You only helping developers to continue to be rich. Trico developers (Chiu) family is very wealthy and known for it! As any other developer.</p>
<p>Number 10 is a very important route for me and many families. With the densification of inner city neighbourhood like Acadia, Fairview and along MacLeod this route will serve more and more people in the future. The Ctrain is already over capacity and cannot handle the population burst that Calgary has experienced. The city refuses to add more trains and even then it would not be enough during rush hours. These major bus routes are not only beneficial to the communities but provide major relief on traffic due to individuals using it as daily commute. The city needs to provide more support, not cut more budget on these routes. Stopping no.10 will be detrimental to the communities it serves and the city as a whole. I am upset I have to write these surveys for people who never even use transit to commute. The city cannot just approve all densification applications and simultaneously debate if they should remove major bus routes in that area. I would urge the transit department to survey the no.10 usage by public. Despite it being a parallel route on MacLeod to the ctrain, a great number of public still use it. Ask yourself why and what is the Ctrain lacking that so many people still use the bus service? The ctrain do not serve a great many number of people on MacLeod trail due to the station accessibility and how claustrophobic the trains can get by that point in its journey. Please look further into this matter before making a decision that is harmful to the communities</p>
<p>i feel this route is one of the best routes offered by the city, it connects Fairview, Acadia, Willow Park to Chinook mall, South Centre, downtown and much of MacLeod Trail. if it isnt for this route, i would have to drive to a park and ride to Ctrain into work or drive dt. both of which are at capacity. i also use it to get to Flames games and during Stampede, it also connects to the airport BRT which is a nice backup.</p>
<p>Essential for my daily commute to work. All other options take twice as long</p>
<p>Stopping route 10 at chinook would require myself and many others who use the current route to have to transfer at chinook to the new 28 route. There is a regular group of users who use the current #10 route along fairmont to commute into downtown. This means that coming home from work will require a transfer to the 28 at chinook. Assuming the typical 30 minute frequency is maintained this transfer could significantly impact commute times and decrease ridership from this group as transfers have a significant impact on the utility for each user. Even if the new 28 /10 routes were combined that would be much more beneficial. Particularly when the city is designating fairmont drive as corridor for greater density (i.e rowhomes) I would have hoped to see increased service of route 10, not removing it from fairmont altogether.</p>
<p>The bus route is extremely useful for many people daily, including myself. The only issue is that the bus times are sometimes inaccurate</p>
<p>Should start earlier on holidays. I have shared a cab with strangers at the stop before because a lot of people still work</p>

I use this route nearly everyday. It's incredibly convenient to get from work, to school, to dr. Appointments etc.
You can't take away this bus route, it's literally the only bus that goes through my neighborhood, without the 10 I'll have to walk 20 minutes to chinook station every day
Probably one of the most useful routes for me. I'm close to a bus stop, and it brings me all the way to downtown. I go to school at SAIT everyday and this bus saves me from the packed train hassle every morning.
The new route will no longer go close to where i live and will increase my trip time substantially about 15 minutes or more because of needing to get off proposed route 28 to switch to route 10
We really need Bus 10 specialy from us in fairmont franklin
Route 10 is essential to my life as a student at Bow Valley College who also lives in Acadia. Because of the number 10 I can walk to the end of my street and take one bus all the way to school. Without the number 10 I have to walk 15 minutes to another bus and then take the c train at heritage. This drastically increases my commute time but also the uncertainty. If I can take the route 10 from school my commute home is a lot more simple. This means on cold winter days I don't have to wait sometimes up to 25 minutes for a bus at heritage and then walk an additional 15 minutes down Fairmount. My only complaint about the route 10 is actually that it does not come often enough! It is my prefrred bus but sometimes I have to opt to take multiple other routes due to time. Route 10 is vital to my life in Acadia and to these communities. It also takes me to southcentre mall and to fish creek library for studying. Without it my life would be more difficult. Acadia is already not the most transit accessible neighborhood but the route 10 is it's only saving grace.
Keep it as it is. Taking 2 buses to get downtown is a waste of time - especially since route 10 starts late on the weekends and holiday, when I work, and only comes once or twice an hour.
Its really really convenient for me to have a bus 2 mins walk away from my house direct to downtown because i dont have to keep moving bus/train!!! It takes me a lot longer if i i have to take another bus to go ti a train station, then to downtown!!
It's the best. I need it. And public utility lanes on Macleod, please.
I rely on the route to get to work
I heard route 10 will no longer be extended to the downtown area. It will only stop at Chinook Centre. I usually take the bus directly to downtown. Changing this route will be an inconvenience to myself and other people.
It is the only transit option I have from my home to either station at Chinook and heritage or straight to my destination.
This is the route that I and many others who work in downtown rely on daily to commute to work. Downtown parking in Calgary is extremely expensive and many people depend on reliable transit options. Without it, the same trip takes a half hour walk and 25 minute train ride, which isn't feasible during Calgary's cold winters for many. This route is an absolute must and I'd be forced to reconsider employment options without it.
Always take this one downtown
Please continue this route. It is of utmost importance to me and other community members.

It save my time to commute to work
Combined with the transit app not being accurate I've often found the bus to be 10 minutes early or late with no way of knowing if I'll get to work on time. More often than not it's more reliable in snow! Make that make sense. It's the most practical and direct route for me to get to and from work with my used stops being within 10 minutes of where I live and work. The route needs improved timing.
This route is crucial for me to access downtown Calgary efficiently and safety. It also connects me to major shopping centres like Southcentre Mall and Chinook Mall, as well as other amenities like the Calgary Public Library, and access to transit centres that provide further connectivity to other routes and train lines to access other parts of the city.
Please don't remove the 10 it's my lifeline
Route 10 has been an issue for years in running late in the PM, and I understand the need for change, but I do have questions regarding the new proposed route. How will this change help fix the constant running late due to school kids as a lot of emphasis seems to be on Lord Beaverbrook High School. It's our understanding the issues with route 10 is it being delayed by school kids and of course traffic. If the changes proceed, I'll need to transfer at Chinook Station in the AM from route 28 to route 10 to go 3 stops or walk, which in Winter is not ideal. How will the timing be between the 28 and 10. People won't be willing to wait very long. It shows the new route 28 will not go to Southcentre or Anderson Station which I find ridiculous and I'm guessing my alternative will be the 29? How often will routes 28 and 29 run during the week and weekends? And when will we know the schedules? I hope the schedule of the 28 will not deviate too far from the current route 10. Based on what I'm hearing as I only learnt about this a few days ago by seeing a flyer at my bus stop, this will not be easily accepted. If these changes pass, when will it happen? I understand change can be difficult, but I've used this route daily for over 10 years and something needs to be done.
Please keep it, it is the most important bus route for going anywhere. Number 10 is a verr useful route, my life would be significantly more difficult without it.
I don't wanna lose it. I live in beltline downtown & It helps me get to work( Fairmount drive)
Please keep the 10 it's the best bus
Amazing bus route, perfect please do not get rid of it
This is a critical route, connecting Willow Park and surrounding communities to downtown. Without this route commute become incredibly lengthy requiring multiple transfers.
Keep the same as it is now
I take the Route 10 to connect to my bus to my home rather than crowd into the LRT. I also use it to access the smaller shopping malls and laundromat.
I use Route 10 for work, including some weekends and Statutory Holidays. The bus stops are nearby my work and home.
I use this route everyday to go to work and to do my shopping other than some tardiness when bus leaves downtown I rely on this route

It gets me where I need to go everywhere without having to make those connections that make our travel time double
The previous question wasn't clear on whether the current route or the proposed route meets my
It is the route i use to get to my Beltline office. It is also the route my niece and nephew use to get to my house from Lord Beaverbrook. If this route didn't exist, they would have no way to get to my home.
The route 10 bus (City Hall and Southcentre) is perfect as is. There is NO need to change this route. It is well used and helps connect communities like Fairview and Acadia to important hubs (i.e., Chinook station, City Hall station, stampede park stations, Fish creek library, central library, etc.). Why fix what isn't broken? If anything, Calgary needs more buses and LRTs
Keep Bus 10
Wish it could be more often. End up walking A LOT due to missed buses (with a lot of "baggage").
Route 10 is essential for my life. With my busy schedule, living in between southcentre and chinook, route 10 has provided me with the ability to seamlessly get to my work, the grocery store, the mall, and downtown for weekly therapy all with 1 simple route I use each day. Without route 10's straight line through Fairmount, I would be forced to use alternate routes which would add at least an extra hour of commuting time for me every day, for no good purpose. On top of this there are 3 major shopping centres (southcentre, chinook, and the core,) which each utilize this route to connect customers and businesses throughout Calgary's south. There are also at least 6 schools using this route heavily each day, St. Williams, David Thompson, Lord Beaverbrook, St. Matthew's, Fairview school, and St. Mary's, who's students would be left without convenient daily transit to and from classes. All things considered, route 10 has been an established part of Calgarians' lives for decades, and it would leave a major, inconvenient, and overwhelmingly negative impact on the lives of myself and others who rely on this service on a daily basis. Thank you.
Keep it I use is multiple times a day
It's very useful for people coming from N.E. It connects most of the stops from downtown to SE. Taking out of schedules would be a mistake
Save route 10!
This is essential route for connecting students, elderly, low-income and disabled residents to downtown. I use this daily to get to work and its loss would more than triple my commute time and make it extremely difficult in harsh weather conditions.
Please don't get rid of this route, I need it to get home
SAVE this Route. It means sooo much to me going to work.
Great bus to get to chinook mall which is where I work. Get route to go downtown if you don't want to walk to train station
I use it frequently

Acadia's and many other communities benefit from route 10. Removing it will force lots of residents to move and leave their communities due to accessibility issues
Please keep this route! My elderly grandparents rely heavily on it
The busses often arrive too early or late, usually not on time
My favourite route
more faster than c train for me
The Route 10 bus is a critical connection between Willow Park and downtown Calgary, providing residents with a direct, efficient, and dependable way to reach the city's core. For many people in our community, this route is the most practical option for commuting to work, accessing services, and participating in the economic life of downtown. Without Route 10, residents would face significantly longer and more complicated commutes, often requiring multiple transfers or forcing a shift to driving. This would increase congestion, parking demand, and commuting costs, while reducing accessibility for those who rely on transit every day. Willow Park is a well-established residential neighborhood, and maintaining a strong, direct link to downtown is essential to keeping it connected, livable, and economically engaged. Removing Route 10 would weaken that connection and negatively impact the daily lives of many residents. For these reasons, Route 10 should remain a permanent and protected part of Calgary's transit network.
The stops are easily walkable and it's a safe and easy way to get anywhere from the mall to downtown without a lot of planning and fuss
It's so helpful to have a direct bus to go downtown and the university without having to waste time and risk my life taking the a train, which feels so unsafe these days
I use it almost everyday and it would inconvenience me very much if I lost it. Everywhere that I and many people I know need to be is connected by the 10 bus
I work downtown. 10 lets me take the bus from my house straight to downtown. I do not have to be squished and struggle to breathe in the c-train. Very convenient!
want service span to go late enough for events at the saddledome why is the 10 ending at chinook and not taking over the 28 and being extended instead?
I use this bus route almost daily to get around the community since I do not have my full license or a car yet.
I wish it started an hour earlier and ran every 15 to 20 minutes. This route is especially used when we have train issues or during stampede because the trains are so full.

## *Route 18 - Shawnessy*

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Just have the busses run more frequently. I can't be waiting over half an hour at night if a train is late by one minute making me miss the bus.
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I absolutely love the route and think something like this is long over due! Thank you!
It doesn't extend into the community. How will riders reach the bus stop
Im concerned it will be slow to get south as there will probably be many stops
Its nice, provides close bus service to me, living on legacy gate. But i do dislike how the simple 167 will be split up into all these loop routes. Its inefficient and would take alot more time for me to travel. It also is a reimagined 167/168 loop, so it kinda defeats the purpose. Its also going to take away the midnight service we have in legacy and our high frequency. Im not looking forward. Please leave the routes as is, they are good enough
Please have a faster bus frequency on this route. As well, if possible, integrate a transfer to MAX Teal line by having a bus stop at the intersection in which the MAX Teal stops are.
A bus connection from the north side of fish creek to the south side is long overdo, however I think the 18 should go west to connect to Canyon Meadows to allow riders from the Bonavista area to transfer from the new 28
needs good service span
This route doesn't make sense. It should be split into 2. There should be one route that goes from Somerset to Legacy and another from Fish Creek/Canyon Meadows to Heritage. The area between Fish Creek to Somerset was fine being served by the 102. I think sections of this route are good but this whole route is not a good change because the bus will be late a lot of the time from how far it needs to go. This feels like recreating the route 10 but from Heritage to Legacy instead which is too long in my opinion. Shorter routes allow for more frequency and less late buses, especially in the winter time
For the new communities south of Belmont this is a great connection to multiple LRTs and to Fishcreek provincial park
Maybe best to extend it into Legacy a little bit as it would be a good 'express' route for Legacy residents from Somerset as the current 167 loops though Walden first. However the current 18 route is quite far from the newer builds in Legacy where there is quite a bit of ridership from the basement suite people
I think that this route—as does the current 37—needs a high enough frequency to support not just E.P Scarlett, but also all the middle schools along the route that end up crowding the current 37.
More direct service to some Fish Creek park entrance, with no connections.
Not enough buses
I would use this route every day for my daily commute and it would greatly decrease my travel time
Happy it expands service to Pine Creek, could potentially be better routes through Belmont to provide a secondary option to Somerset station in addition to the changes to Route 102
The nearest bus stop is too far from home in Legacy. The route in Legacy is extremely inconvenient for majority of the residents and transit users.

Ban
I think it could run on Belmont Avenue SW to serve the community better, as that section of 210 Ave is not too suitable for stops.
Please create this route so I don't have to transfer busses everyday
It would make my commutes far easier because I would not have any transfers and it would save me significant amounts of time
Route 12 and 11 are right in front of my house less than 5 minutes away. It is extremely convenient to travel despite the already drastic bus times that are currently offered. I have my mother of 65 who heavily relies on these routes for her transportation and need these stops to be close because of her disabilities. Taking this away for a new route such as 18 does not help the accessibility of my family and this community.
It's still goes to canyon meadows
This does not go near my current bus stop route. Very inconvenient for me as bus 11 and 12 are already running on limited times and very crowded in the mornings/after school.
Good for shopping area
Less transfer
While I appreciate that it's a bit more direct from Legacy to the LRT and not winding through another community, it needs a few more stops in Legacy.
Better connection to Shawnessy plaza and ctrain for work commute and personal needs
This is the only proposed route that is more direct to the train station. But it doesn't really go into the community. It would be better if the loop went 210 Ave. South down Legacy View. Right on Legacy Circle and return to 210 Ave. At least this option would service in addition to the long winded 30/31 that doesn't really add much value to Legacy as it goes through two and three more communities.
This route stops right by my house and goes directly to the train station, so it's ideal for me
I have a knee injury. This proposed route would have me walking further away to catch the bus. The last changes already made it a longer walk for me, this would make it worse. The proposed change to the 167 would then be a much longer bus ride to get to a train station and home again at the end of the day. There should be a bus that goes from Legacy to a train station. This area has grown in the last several years, there is no reason the area should not have its own bus route, with a secondary bus route that runs through Walden only (to a train station), as it is now.
We need a direct bus from Legacy to Somerset LRT via Macleod Trail, not through any other communities. Otherwise, it will take an hour to get to the LRT station and back. Please do not make our lives miserable.
Looking for more frequency on weekends
It should have additional stops in my community of Belmont

<p>The frequency for 18 would be the most important feature. Having a direct path from Legacy to Somerset is a good goal, but going past the somerset station just increases the issues we'll see in disruptions.</p>
<p>We need buses from Legacy to Shawnessy without going through other communities</p>
<p>Second bus</p>
<p>I will be interested in the frequency of service and can only hope that the new route 18 is able stick to schedule better than the current 37, which pretty much runs as best it can, whenever it can. Goodness only knows what slows it down so badly on its current tiny route. Sometimes it is almost a whole cycle late showing up in busy periods, certainly magnified by the endless construction on the north west corner of Elbow and Southland as well as the heavy volume of school kids. Service was certainly degraded when the 37 replaced the southern leg of 3, as the 37 could never make good connections with anything.</p>
<p>It is unclear if you are getting rid of 78</p>
<p>Route 37 passes closer to my house (Stop ID 3411, EB Canterbury DR @ Canyon Meadows DR SW), but I see no issue with the new route as long as a bus stop is somewhere on Canyon Meadows Drive. It would be nice if this bus had better frequency since it will be serving more schools, which will cause more people to use it</p>
<p>Although one would have to take a bus to get down to Maclaod trail to connect with the 18, having an option to get from Evergreen to Silverado and Legacy without having to get on the train would be extremely helpful.</p>
<p>We are seniors and do not drive we hope to shopping in Superstore there close home</p>
<p>Have trips to Shaughnessy and Somerset Bridlewood</p>
<p>Direct access to EP Scarlett throughout the day makes it easier for my high school children to go to school outside of the two direct bus routes. They are involved in extracurricular activities and having this direct route instead of transferring and waiting for trains and buses is much more efficient.</p>
<p>Just make sure the schedules are staggered with similar bus routes like 12 to ensure maximum coverage.</p>
<p>There is currently no connectivity from Fish Creek LRT station to travel north if the train breaks down. This new route will provide an alternative way to get to other LRT stations for better/alternation connections.</p>
<p>I like that it is direct and quick to the station from 210 ave, which is where I currently catch the 167 to get to work downtown</p>
<p>need a bus direct from legacy to somerset station as current bus 194 goes all around legacy and walden and chapparel first, with no early or late schedule</p>
<p>This line is very much needed because it provides a connection between Belmont, Silverado, Yorkville, and Pinecreek with Legacy, where the shopping centre is located. The only drawback of this connection is that the bus does not stop at All Saints High School. It would be very unfortunate if the school remained without bus service. Instead of turning onto Legacy Gate SE on the way back to Heritage, the bus could turn onto Legacy Village Link. This way, students would have much easier access to the school.</p>
<p>Please keep the same frequency as route 37</p>

This route misses majority of the Millrise community. We are losing most of the coverage where the old 102 would cover. It would make it harder for people in our community to get to work as it would require us to walk an extra 10-15 mins to the nearest bus stop on a busier route and on a busier road during rush hour. Of course there are busses that service the local junior and elementary students with the new proposals but it feels like the new routes do not consider how much coverage gets lost when compared to other communities. Multiple of the new proposed routes cover majority of what the old routes cover besides Millrise and a bit of Shawnessy. If there was a loop that covered just that part of the old 102 route which runs maybe like every 20 mins to at least accommodate that area that would be fine. Can be one of the small buses during non-rush times and then the regular busses during rush hour.

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pine creek is a master planned community and it does not make sense that the bus route is not going through the community. the proposed route does not make sense in terms of walkability.

Please route via west side of 194 Ave at Yorkville blvd

It is to far from my house n I would have to take another bus to use it. This is the one my children would have to take to get to Ep scarlett. They would have to take 2 busses to get to school as opposed to the 766 express.

Make the 18 bus take the original 37 bus route towards Canyon Meadows station, before heading onto McLeod Trail. (Canyon meadows Dr SW - Canterbury drive SW - 6 St SW - Canyon meadows Dr SW)

It will make trips to shawnessy shopping centre much easier for me since I dont have to loop around with 102 to get there. also added connection to areas north of fish creek would be really nice

This route covers more of the southern area to reach more houses and communities.

Finally, after many year, CT have make the good choose to not just push all rider to the Ctrain and hope the train have no issue. I am very excited both route. I very appreciate Calgary Transit go with CNG and gasoline bus in fact we still need more diesel bus for future Anderson Garage and Spring Garden fleet replacement. There is the reason transfer a garage to CNG is expensive and take a long time for both garages get GNGs. I understand diesel buses is getting super expensive now, a air-conventionation 40 foot bus for 400,000 dollar and now is more than a million. but their have no better option beside if you want diesel-electric hybrid Calgary Transit has to consider diesl order at least 500 clean diesel bus due to the old flyer, 78, 79, 80 and 8101-8200 nova and 8205-8354 new flyer already over 50% of their design life. More american transit bus is 18 year life span. For more 6001-6063s new flyer is geeting end of life for as articulated join required rebuild. I suggest Calgary Trasnit purchase new articulated buses with diesel or CNG mix with batter electric, those buses equipped with dual power and as the city is getting bigger, we need more of them

I am hoping there will be a bus stop for this route in front of St. Mary's University. Preferably in both directions, though I am unsure how that would work for the south route.
Great service from Silverado to Somerset LRT STN + Walden Shopping. I am happy the 18 is being proposed

## Route 25 - Fish Creek Crossing

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Very excited for direct connection for commuters in Evergreen and Shawnessy to MAX Teal and Yellow. As this is a long route, please ensure bus frequencies are faster than 30 minutes.
Please have a faster bus frequency on this route in order to reduce transfer times and because it is a long route. As well, if possible, please integrate a transfer to MAX Teal line by having a bus stop at the intersection in which the MAX Teal stops are.
Very neat. One seat ride to Shawnessey and Chinook will be very handy.
The 25 should run the proposed buffalo run routing skipping woodbine, and the proposed 103 should take over the 25's proposed routing in woodbine
needs good service span, would like it more if it went to Heritage for the school kids
This route is really nice because it helps the problem of trying to cross Fish Creek. The problem is, why does it go to Chinook? Why could it not end at Anderson or Southland and make the 103 faster by not having to loop back but it can just go back the same way it came from? This bus route feels too long and it feels like frequency on this route is going to be very spaced out. Please consider shortening the route
It's great that this route is being used as an alternative crossing over fish creek park. The decision to stop at Chinook instead of Heritage will make my trip 10 or 15 minutes longer, since I sometimes take route 56 in place of route 99, though I understand the reason behind this change.
Ban it
I have to cross a busy intersection/road just to wait for the bus stop to take me to the shawnessy station. It is especially dangerous at night and when the road conditions are bad (snow and congestion). I also have to walk 10 minutes to the nearest bus stop when it takes me 3 minutes to walk to the 102 in millrise.
I appreciate the ability to easily connect to Max Yellow to get to MRU which is where I work.
Route 12 and 11 are right in front of my house less than 5 minutes away. It is extremely convenient to travel despite the already drastic bus times that are currently offered. I have my mother of 65 who heavily relies on these routes for her transportation and need these stops to be close because of her disabilities. Taking this away for a new route such as 18 does not help the accessibility of my family and this community.
I think it would make more sense for 25 to go into Buffalo Run Blvd/Tsuu tina shopping centre rather than go through woodbine. Have new 103, cover all of the woodbine. It just makes no sense for a route like 25 going through express roads and connected to both shawnessy and chinook would provide sufficient connection to the plaza. Have 103 as more of the woodbine route

<p>As someone with a disability that prevents me from being able to drive I rely on transit every single day to get to the places I need to independently. Making this route going to chinook or shawnessy really impacts my use of transit as it will mean I'll have to get used to the new route and learn the area as I can't see. It adds extra levels of stress many people don't have to work with everyday. When the 56 was originally going to heritage and Anderson the route were short and easy to memorize and I knew the layout of the train stations and bus stops. Making this route longer and different train stations as end stops also adds extra time needed to commute to school, workplace resulting in having to leave 1-2 hours before school even starts</p>
<p>It's very long, it might be easy to rack up delays</p>
<p>It's very long, might be easy to rack up long delays</p>
<p>Its a decent alternative to the 102 Millrise/Silvarado line but if it does replace it it must run often and late until the night. Does not like how I have to walk another 5 more mins to catch the bus</p>
<p>YES PLEASE PLEASE PLEASE I WOULD LOVE AN EVERGREEN TO BUFFALO RUN PLAZA BUS</p>
<p>It would be good if you could have 20 minute frequencies</p>
<p>Such a direct connection between both sides of Fish Creek for the Western side of Evergreen would be extremely helpful and much more efficient than having to take the a bus, the train to go 1 or 2 stops, and then another bus</p>
<p>More choice going home way that's important in the winter, especially most of your bus drivers are non professional, I.e. arriving late leaving late more than 15 minutes, they do not care passengers hungrey and how their kids exceptions, your paper schedules are just like a peace of shit so why you waste a lot of money to print them. Do you know waste tax payer's money is a crime</p>
<p>Don't change it please</p>
<p>Fish Creek Lacombe Station, Evergreen Evergreen Estates, Somerset, Bridlewood, Shopping Center, Somerset Bridlewood station</p>
<p>Just make sure the schedules are staggered with similar bus routes like 12 to ensure maximum coverage.</p>
<p>PLEASE PLEASE PLEASE it would take me everywhere I need to go</p>
<p>I live by 660 Shawnee Square, the bus stop is a little far when trying to go or come off, and there is no other bus route within the roundabout near by the building and this is a new area, only the bus stop at the james mckevitt which makes it a little inconvenient at times</p>
<p>Excellent idea for a new route!</p>
<p>This route misses majority of the Millrise community. We are losing most of the coverage where the old 102 would cover. It would make it harder for people in our community to get to work as it would require us to walk an extra 10-15 mins to the nearest bus stop on a busier route and on a busier road during rush hour. Of course there are busses that service the local junior and elementary students with the new proposals but it feels like the new routes do not consider how much coverage gets lost when compared to other communities. Multiple of the new proposed routes cover majority of what the old routes cover besides Millrise and a bit of Shawnessy. If there was a loop that covered just that part of the old 102 route which runs maybe like every 20</p>

mins to at least accommodate that area that would be fine. Can be one of the small buses during non-rush times and then the regular busses during rush hour.
No i am a transit operator. There is no drivers lounge or shelter separate from public at shawnessy station to wait for if this is used for relief point. I would rather take bus to fish creek or somerset for work.
It would offer alot more flexibility. Aswell as opportunity to not have to take a bus, train and another bus just to get to the other side of fish creek. As someone who really enjoys the max yellow, this would be a great addition
Going to Chinook or shawnessy to catch a train is not realistic, it will add more time to commute and the frequency of the bus as it now is horrible
This will connect me to areas in woodbine/braeside where I go often and make transfer to max yellow a possibility. It would be nice to have connection to glenmore park south as I go there often and its quite a transit trip right now
Finally, after many year, CT have make the good choose to not just push all rider to the Ctrain and hope the train have no issue. I am very excited both route. I very appreciate Calgary Transit go with CNG and gasoline bus in fact we still need more diesel bus for future Anderson Garage and Spring Garden fleet replacement. There is the reason transfer a garage to CNG is expensive and take a long time for both garages get GNGs. I understand diesel buses is getting super expensive now, a air-conventionation 40 foot bus for 400,000 dollar and now is more than a million. but their have no better option beside if you want diesel-electric hybrid Calgary Transit has to consider diesel order at least 500 clean diesel bus due to the old flyer, 78, 79, 80 and 8101-8200 nova and 8205-8354 new flyer already over 50% of their design life. More american transit bus is 18 year life span. For more 6001-6063s new flyer is geeting end of life for as articulated join required rebuild. I suggest Calgary Trasnit purchase new articulated buses with diesel or CNG mix with batter electric, those buses equipped with dual power and as the city is getting bigger, we need more of them

## **Route 28 - Fairmount Drive**

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Just stagger the times for routes! Everything currently runs together, miss one miss them all.
This route is just getting extended too long. It would be better for it to be split in two, one that goes from Chinook to Canyon Meadows and one that goes from Canyon Meadows to Deer Ridge. Too long of a bus route will cause it to be late. People going from Deer Ridge to the Red line are going to be delayed a lot if they have to wait for a late bus between Chinook to Canyon Meadows. It would be more frequent for a bus route to be short as well
Unless there is an actual stop at the canyon meadows station this route becomes more inaccessible. I feel people with lower mobility will be heavily impacted especially because there is an aging population in the original route.
Without schedule information it is difficult to assess the new routes. If the frequency is 20 minutes then it could be feasible for most. If the time transit is running to this area is increased it would also be of benefit. Currently the last bus time is inadequate for those working retail evenings. . It seems that if you had limited mobility it would be a very long commute to get to an lrt station.

<p>This new route looks AMAZING. The idea of being able to take a bus into my neighbourhood makes me want to cry. I'm unable/unwilling to take the train due to PTSD from a violent (and unsolved) attack against a family member and the idea of being able to have my transit needs served by the bus is really amazing.</p>
<p>This route would be a welcome addition. But if our family has to choose between the new proposed routes 10 and 28 and the current route 10, we will choose the current 10.</p>
<p>As long as the 5:45 bus that I have taken from in front of the community center and goes to the train station for the last 17 years is still available I would be happy.</p>
<p>I don't like that it has no direct access to Canyon meadows, and only goes one way down</p>
<p>The current route is a route I take only when</p>
<p>The 44 currently provides quick and convenient access to the CTrain network, but the proposed 28 is a much less convenient and accessible. It only goes one way through Deer Ridge, which makes the AM trip way longer and introduces ~20 mins total of walking to the stop and to the station as opposed to 5 mins total now, which would discourage me from using it in the winter. Currently, it takes 10-15 mins to get to Canyon Meadows Station, with the 28 it will take me 40 in the morning, and 30 in the afternoon.</p>
<p>I will have a longer walk and wait longer</p>
<p>The new 28 will help me connect to many more amenities without having to transfer between buses and trains. The only downside is it might take longer and delays are more likely due to traffic lights and high traffic in some areas along this new proposed route.</p>
<p>More frequent service on the weekend and longer hours would be appreciated</p>
<p>More frequency on weekends especially Sunday and longer hours of service</p>
<p>Lots of seniors on Deer Run Drive live a distance south of 146 Ave and will be too far to walk in the winter. In addition the one direction loops mean a short ride to Deer Run Schools results in a long ride to get back home. Taking the alternative route proposed (83) is even worse. It appears as usual the City has already made their decision and this 'review' is just for looks.</p>
<p>The new route adds to significant time to my work commute by no longer going to canyon meadows lrt station.</p>
<p>Splitting Route 10 doesn't help those passengers going from Willow Park to downtown to avoid transferring to train or another bus route. A lot of passengers in Fairview, Acadia and Willow Park to get to Southcentre on the north side instead of walking twice as far , especially for mobility challenged. Don't mess with a good thing</p>
<p>Bus stops too far from Southcentre main entrance access, especially before mall opening to get to back of mall for medical appointments. Doesn't go near train station other than Chinook</p>
<p>I use the 44 route to return home in queenland. This route is now gone and the 28 route does not go the loop through queenland like the 44 did.</p>
<p>Acadia is underserved</p>

The route it self it will be longer to take, accomodate Rute 28 to the Nearest Actual station Canyon Meadows reduces time
Absolutely not. Terrible choice. Changing what is a simple route with a simple loop into another bloated route that takes forever to reach C-Train station, increasing wait and travel times. Additionally, when considered with the proposed changes to Route 44 and Route 83 leaves Canyon Meadows station as a dead zone.
Need to maintain 30 minute frequency
This is the only route that services the entire area of Deer Run, the current schedule is every 30 minutes however this frequency should be increased (every 15 minutes) during peak times, especially since the connecting train network is often unreliable and can result in commuters missing their bus connection and then having to wait a whole half hour for the next bus.
Don't you fucking dare. The state of Calgary Transit is deplorable, your continued incompetence will lead to this system going extinct. Don't consolidate the route I depend on for a living. The executive team can the first hit, you obelisks of mismanagement.
Needs to stop at Canyon Meadows
I'm am outraged by these purposed changes. This will completely uproot my schedule, and I have lost all faith that that the city of Calgary has any interest in helping it's people.
Why on earth would you phase out direct access to Canyon Meadows station?? The proposed change to route 28 goes along Bonaventure (not even Lake Fraser Drive), significantly reducing ease of access to Canyon Meadows even if it's technically "within walking distance." And why are you dividing the existing route 28 between two routes (adjusted 28 and 83) which go to different stations, increasing commute time since obviously buses are slower than the C-Train?? Deer Run is already an under serviced community with the 28 only running every 30 minutes even at peak times. Utterly ridiculous.
I like that it goes past Southcenter Mall and Lord Beaverbrook high school, as well as still going past Canyon Meadows Station.
To far from the closest C train Station
I have to company my kids going to school everyday, and shopping mall there
Continue to have bus service in front of Bonavista shopping plaza
The existing routes 28, 44, and 83 are accessible in the Deer Run area. Changing this routes dramatically changes travel time. This change in travel time dramatically affects the daily routines of families living in the area, especially getting kids to school and back home. The accessibility of these three routes in Deer Run serves as a good back up plan for missed busses. If one is missed, another route stops within a few minutes walking distance. DO NOT CHANGE THE ROUTES!
Sure as it of now with stopping at canyon meadows c train my commute won't take longer.
This is a genuinely stupid idea

<p>While it *does* meet my needs, and actually means I don't even need to take a train to get to work, I worry that no direct connection from my area to Canyon Meadows Station will make it significantly more difficult to get around. For instance, going south to Shawnessy will take a lot longer.</p>
<p>I hope they do not take away access to Canyon Meadows station.</p>
<p>This route doesn't suit my requirements. The additional distance from the station seems fine as a concept but in reality it would be extremely arduous for the users of the route in the winter...even the bridge across McLeod trail is pretty terrible at -30. For disabled people (of which I am) this will be a very unpleasant change</p>
<p>Sometimes, I go to church at St. Bonaventure Parish at Acadia Drive. The new route being away from Canyon Meadows Station will make it hard to go there. I feel like it will make it hard to go to the communities east of Canyon Meadows if you are coming from the south via the train.</p>
<p>28 is the main bus I use to get to Canyon Meadows Station. The new 83 goes to Anderson Station. There's no ideal bus route for people in Deer Ridge to get to Canyon Meadows directly.</p>
<p>Would require a transfer to #10 or C-Train to go to downtown. What frequency of service is planned for #28?</p>
<p>The new 28 route (and 83) not stopping at the canyon Meadows bus terminal is not a good decision. This severely limits ctrain access for this route, which already has extremely spotty transit accessibility</p>
<p>Unless it comes a lot more often than every 30 minutes I hate it.</p>
<p>Chinook to downtown is simply not enough coverage.</p>
<p>Transfer from 28 will now be required. No warm shelter at Chinook so I might as well drive and add to the traffic congestion. Like today one route 10 bus had a breakdown. Thankfully the 30 minute wait was not in the dead of winter.</p>
<p>The proposed route is a wonderful idea! My daughter goes to Fairview School and currently needs to take 2 busses and the train to get there. This new route will give her the opportunity to catch the bus in Deer Ridge and drop off right in front of her school! She can also take the bus all the way home from her school, which is perfect. She is only 11 years old so I appreciate that she won't need to take the train with this new proposed route.</p>
<p>I am very disappointed with the proposed bus route changes in the Fish Creek Transit Service Review. Proposed changes to Routes #28 and #83 completely abandon the work-day commuter that travels by LRT either north or south. On Route #28, commuters must either: • Get off at Bonaventure Drive, cross two roads, and walk 400 metres to the Canyon Meadows LRT station. Both roads are very busy with traffic. Furthermore, the pedestrian crossing of Bonaventure Drive is an uncontrolled intersection, putting transit users who exit here at greater risk of a traffic accident, or • Continue to ride the bus to Chinook Station, which significantly increases travel time, both north and south on the LRT. The LRT takes about 10 minutes to travel from Canyon Meadows to Chinook Station, and I estimate the bus will take 25 to 30 minutes to travel this same distance along Bonaventure and Fairmont Drives. Thus, commuters travelling north have added 15 to 20 minutes to their commute time one way, whereas commuters travelling south have added 35 to 40 minutes to their commute time one way. Similarly, commuters using Route # 83, must travel to Anderson Station, adding about 5 minutes to a north-bound commute and 10 to 15 minutes to a south-bound commute one way. I am extremely disappointed that The City proposes to abandon the work-day commuters. These changes hints</p>

that Calgary Transit has long-range plans to close the Canyon Meadows LRT station. First cut bus service to reduce the number of passengers, wait a few years, then state that we are closing the station due to a reduction in passenger counts. This is typical of what London Transit has done in the past. I understand that you are trying to service the high school students at Lord Beaverbrook School, but they only travel in a 1½ hour time frame, twice a day during weekdays for 10 months per year. Furthermore, the staff at the open house stated that the high school students will continue to have their dedicated bus direct to the school, so why duplicate this service? What about the workday commuters who travel outside these time frames and 12 monthly per year? You have abandoned them. Absolute minimum, have Route #28 stop at the Canyon Meadows LRT Station, not 400 metres away and across two busy roads. Route #28 could follow existing Route #44, which goes up Lake Fraser Drive to the LRT station, then back south and north bound on Bonaventure Drive. The proposed Route #28 # 83 maps obviously show that the planner who prepared these has no idea of what communities are in the area. For example, the text boxes for both of these routes state that they service the “Deer Ridge Community” they do not. Both routes service Deer Run and Parkland, whereas Routh #29 services Deer Ridge. Again, disappointed that your planners do not even know what communities the bus routes are servicing. No mention of frequency of bus service. When we moved into Deer Run over 45 years ago, bus service was every 15 minutes during rush hour, 20 minutes outside rush hour. Once the south leg of the LRT opened in the early 1980’s, bus service was reduced to 20 minutes. Then several years ago bus service was further reduced to every 30 minutes. I am suspicious that these changes will trigger yet another reduction in bus service to our communities. Do not abandon bus service to the Canyon Meadows LRT Station.

Not ideal as no bus will go from deer run to the canyon meadows station. Please keep the route 44 so we can get to canyon meadows station directly up the hill from our area.

Seeing as you took off the 44 as an option to comment on this is the closest selection, I rely heavily on the 44 to ensure a faster trip to canyon meadows station from my home than walking 8-10 minutes to the closest 28.

If the 28 route is changed that puts MANY high schoolers, collage and university students, and seniors at loss, every morning and night that bus is full because people rely on that bus

It’s a direct route to canyon Meadows.

Replacing the 28 deer run with the 28 Fairmount is fully removing many people’s ability’s to get too and from there designated place in a timely matter

What was wrong with the route this bus has followed for the last 20 years? I need a bus that takes me from my community to CANYON MEADOWS in 20 minutes, so I can then take a 10 minute train ride to work! Your planned meander through half the southeast before eventually arriving at CHINOOK(!!!) is completely useless and probably adds a full hour, at least, to my commute, so thanks for that.

Again, what, exactly, was wrong with this route that has existed and served the communities it runs through for 20 years!?! There’s a saying: “if it ain’t broke, don’t fix it!” Buses in this city exist for convenient access to the LRT, that’s their primary function, and none of the proposed routes seems to serve that function.

The current 28 route is a 20 minute trip from my nearest stop to CANYON MEADOWS(y’know, the high traffic train station you somehow completely missed in your new “plan”), so I can then take a 10 minute train ride to work. Simple. The brain fart you’ve presented us here that meanders through half the southeast before

eventually arriving at CHINOOK(!?!) will probably add at least an hour to my commute! Your job is convenience, and this isn't that.
This route will takes twice as much time for me to go to work in the downtown.
Needs to be close to canyon meadows for faster conection to C train
The 28 deer run bus is already packed and barely on time and this merging will just make that worse. For the amount people are paying we deserve way better service.
How is 28 helpfu? It doesn't go down Fairmont drive?
Essential for getting back home, especially when route 10 is delayed in the cold winter days
As someone who uses the current route 10 from Acadia all the way to downtown making me transfer from 28 to the 10 at chinook would make this route much less desirable. As someone with the ability to drive downtown for work the proposed change makes me much more likely to use that option which isn't always a choice that others have. My personal suggestions would be to have either 1 longer route (combine the 28/10 into one route with no transfer). Or have both routes at 15 minute intervals to decrease transfer wait times ( I don't believe that syncing schedules up to meet at chinook would actually work given the variable timing of the #10 through downtown at rush hour) Or, keep the #10 ending at Anderson and route the 28 to Anderson instead of chinook
It doesn't go to canyon meadows train station directly. If I need to travel south I would have to ride it all the way up to Chinook and then turn around and travel south or else get off and walk 400m possibly through deep snow to canyon meadows. What if walking is hard for me? What if I need a walker or wheelchair? Or am heavily pregnant?
It no longer stops at canyon meadows train station. If I want to travel south I need to with ride it all the way up to Chinook and the turn around and travel back south via the train through canyon meadows station or else get off and walk the 400m possibly through deep snow. What if walking is hard for me? What if I need a walker or wheel chair? What if I am heavily pregnant?
Why change the route, why don't do the loop, you guys are messing with a lot of people yeah is walking but is never clean that part, you have a nice place for the busses. Think about the community, you want to increase your rides. How many kids take the route.
I don't understand why not going to the ctrain is something good, changes is about connectivity but it seems, the sacrifice is changing going bto a safe place like the canyon meadows current buss stop where there are multiple benches and places to stay warm for something there is nothing
This route is only half my trip and will require me to get off and wait for train and other transit which will extend my trip 15 - 20 mins
if this bus stops running to Canyon Meadows how are kids that go to schools other then Beaverbrook or Our Lady of the Rockies supposed to get to the train station and school with in a reasonable time. As it is my son complains you cancel this route regularly.

<p>This doesn't even make sense having every bus from this area by pass the closest train station which is Canyon Meadows. Is there a reason why we can't have one bus that goes straight to the closest train station? Not everyone goes north. There are plenty of things to do south too!</p>
<p>The proposed changes of having the 28 stop at Chinook rather than canyon meadows will add at least 30-40 minutes to commutes. With the elimination of the route 44 this will be very inconvenient.</p>
<p>The drive is good and leave me close to home (walking distance) my problem is times as some stops don't have coverage for winter specially the Canyons Meadows and to wait 45 minutes in snow</p>
<p>Increase the frequency of the bus; waiting 30+ minutes for a 10 minute drive (those of us who don't have vehicles) is extremely unreasonable especially in cold and snowy weather. There's no nearby heated enclosures. Please increase the frequency and do NOT change the route.</p>
<p>This route doesnt go to canyon meadows station and heads further up towards Chinook. This would hinder people who take the train southward from canyon meadows station.</p>
<p>why would you send it to Chinook? this will increase travel times for those south of Canyon Meadows massively</p>
<p>far from my house, before a walk 2 minutes now I have to cross the street and work over 8 minutes. During winter is very inconvenient. In addition to the 400m to walk from the new stop to Canyon Meadows, next ctrain station is Chinook. So far. and will takes more time.</p>
<p>Adding more time spent on the bus instead of train, which means longer wait times (especially during the winter when schedules are not that reliable).</p>
<p>Much longer stay in the bus to get to a train station and also, Chinook Station it very insecure</p>
<p>The proposed changes do not stop at Canyon Meadows station which is beyond ludicrous .</p>
<p>It stops at Canyon Meadows station so that I can get to places I need.</p>
<p>I rely on the bus to go to Canyon Meadows to get to work in the morning. I have arthritis in my knee and have had my foot amputated, requiring the need for me to sit on the train. Because the Canyon Meadows station is near the end of line, there are less people in the morning and I am able to grab a seat. If the bus goes all the way to Chinook, the train will be too full for me to sit. Also, it does not make sense for the bus to consume fuel all the way to Chinook Station when Canyon Meadows is much closer.</p>
<p>The proposed change to Route 28 has it traveling in a clockwise direction around Deer Run traveling no farther south than 146 Ave. A lot of folks living south of 146 take the bus to Deer Valley Mall, Queensland Medical Clinic, etc. and under the new system will use Route 83 which travels counter clockwise. The issue is coming back home without riding the route 83 all the way around. A possible solution is when 83 &amp; 28 meet at the junction of 146 Ave &amp; bow bottom Trail. If there were stops for both buses at this junction a person coming from Deer Valley Mall etc. could ride the 28 to 146 Ave &amp; Bow Bottom Trail the transfer to a # 83. This would prevent a long walk for seniors etc from 146 Ave to areas south of 146 Ave. Thank you</p>
<p>I think the 28 Fairmount Drive bus route is good and works for my needs. It slightly increases walking distance to Canyon Meadows Station which is a shame but it is very manageable and not a large difference. It is more efficient than the previous 28 Deer Run by not doing a loop of Deer Run but instead directly going through</p>

<p>Parkland to Canyon Meadows which is beneficial for me. The added flexibility of including Fish Creek Library / Southcentre is greatly appreciated. I hope the frequency of the bus is increased or at least staggered with the 83 bus so that the effective bus frequency in Deer Run is every 15 minutes which would be the biggest improvement ever for the residents of Deer Run.</p>
<p>Just from looking at the proposed changes, what would the point be in having canyon meadows a a train station? No routes connect directly anymore, and considering the bus is packed full during peak hours, the longer route will simply exasperate this issue. Not ok, go back to the drawing board with this one.</p>
<p>This is a unique and crucial route for many seniors and students. Please keep it.</p>
<p>The proposed route change to 28 is awful. I need the 28 to go to canyon meadows c-train station directly. Having to ride to chinook and use the ctrain to get back to canyon meadows is an awful idea unless youre trying to reduce ridership. The C-train is and continues to be unsafe</p>
<p>I take the 28 on Canyons Meadows and is the only route close to my home. It doesn't take several minutes and when is walking distance the times suck. The proposal will make my commute worst. Don't do it</p>
<p>My main concern is whether this will help get from Fairview to EP Scarlett in time for school. Does this help or hinder? There is no express route even though EPS is our designated French Immersion school.</p>
<p>Why removing a route that get you directly to the train station and making it 400 meters two crosses and no shelters. Is not an improvement it's the opposite.</p>
<p>You guys are proposing to take away so many buses in the southeast that we take to access deer run Queensland and other beautiful neighbourhoods from Canyon Meadows what the fuck is wrong with you people?</p>
<p>Removal of direct access to canyon meadows station makes no sense, to have to walk over from Bonaventure is a major inconvenience, especially for the elderly/disabled or for anyone in winter or bad weather. Also why does the bus terminate at chinook station? That is so far and adds so much more commute time if we choose to remain on the bus. Not to mention that chinook is a much dirtier, crowded, and sometimes dangerous station.</p>
<p>A 400 m walk to Canyon Meadows LRT station doesn't look far on paper but when it's winter it'll be limiting access to the train. The city's best efforts to plow/shovel are never convenient. The walkway over Macleod Trail is precarious enough already. The snow build up at the curbs feel like mountains to climb over. Add a layer of ice to the scenario, and it's more treacherous. Now let's throw in some -20, -30, or -30 temperatures so we increase or risk of frost bite. I moved to this neighborhood (10 years) because transit was good. This proposed plan would make me think twice about purchasing here. The bus needs to stop at the LRT station.</p>
<p>Not reliable and the transit app often has incorrect info</p>
<p>On the proposed route there is a steep hill on 146th west of Bow Bottom. Will this cause snow detours? If so, what will the detour route be? The number 28 will no longer go into Canyon Meadows Station. There will be a 400 meter walk. Will the the walk route be shoveled in winter or will commuters be forced to wade through the snow? How will this impact transit users with limited mobility and people pushing baby strollers? Our family has been in Deer Run for 27 years. Clearly new areas of the City receive service at the expense of older areas. At first we took an express bus downtown and service was great. Then the C-train came along and in the time</p>

<p>it took to ride downtown we were just at Canyon Meadows station. Now we won't even be at the station. We will be 400 meters away. Over the years the service frequency has decreased so that if you miss the connection from the C-train to the bus you can be waiting half an hour. It is often hard to time connections as the C-train is often delayed because of mechanical issues, the doors won't close or people holding doors open for their friends. We used to use transit as our main transportation to work and school. We use transit less and less because of the deteriorating service.</p>
<p>I would like it if the bus stop by Canyon Meadows station could be a time stop, giving an extra window of time to get to the stop from the train station since it's no longer going to stop at the station proper.</p>
<p>want service span to go late enough for events at the saddledome why is the 10 ending at chinook and not taking over the 28 and being extended instead?</p>
<p>There was confusion with the cancellation of the 10 south of chinook that accesses from chinook to southland wouldn't be served. It appears that the 28 will meet my needs</p>
<p>Currently the 28/83 takes about 20 minutes to loop back around if it gets missed. If this new route reduces the wait, then it will be an improvement.</p>
<p>Taking the spot directly from the ctrain station to a place with no space no shelter and no access for people to pick you up or drop you off, is stupid</p>
<p>I like that it goes to Lord Beaverbrook and Fairview schools.</p>

## *Route 29 - Bonaventure Drive*

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<p>I think it should keep going by SouthCentre, to reduce walking.</p>
<p>A cleaner transfer to the 83 via re-routing the 29 to Lake bonavista drive and just having the 99 do Willingdon Blvd service would be nice.</p>
<p>Does not take reduced mobility into consideration. Would take too long for Queensland residents to get to the train station.</p>
<p>The old route before the current modifications was easier to access. Circa 1990</p>
<p>The bus never runs on schedule, especially on weekends. The fact that there is a 40 minute wait (though longer because it does not come on time) for a bus that covers three communities is ridiculous. I rely on this bus to get to and from work and it is exhausting to take and try to manage. The scheduled times need to be revisited as well as the times between buses.</p>
<p>It's the only proposed bus route that goes by my house, and it goes all the way to Heritage, which makes it way less convenient to access Calgary South of Fish Creek Park. It also increases the time to access a Ctrain station from 15 mins on the 44 and 25 mins on the 29 to probably 30-35 mins on the 29. I do like that the bus route doesn't do the loop on Lake Sylvan Dr though, I think that loop is unnecessary and needlessly time consuming</p>

A bit windy but great for local access to neighborhoods it serves
If you guys had a 00:45 bus and 01:05 Tuscany train I would be happy
My children will have a longer walk
This new route adds significant time to my commute home from work by no longer running from Anderson lrt station
I dont understand the alignment choice for this change. change #1 - cut off the Bonavista Downs area. You are now forcing all Bonavista Downs residents to walk to the bus. Since the proposed changes do not have any indications of new stops i am guessing there will be a new stops somewhere near the intersection of Lake Sylvan Dr and Lake Ontario Dr or Lake Michigan Dr. Even with these stops you are now forcing people to walk up to 12 minutes to reach the bus where previously it was never more than 5. This is fine in the summer but in the Winter this could be an issue for people with reduced mobility. Change #2 - route is now routed north on Acadia Drive to Willingdon BV instead of the previous alignment of South a block to Lake Bonavista Drive. What does this accomplish? I do know that the 29 did do this years ago but it has no benefit now. Willingdon BV still has the 99 route going down it so why are we putting a second route down this road? I believe this should still go along the same alignment as currently up until it hits SouthCentre Change #3 - moving to Heritage instead of Anderson. This is not my preferred alignment but there is nothing technically wrong with it. Suggested changes Route 29 keeps proposed Queensland Alignment and comes up Lake Sylvan Drive through Bonavista. It continues south on Acadia and on to the northern section of Lake Bonavista Dr. This is the same as the current alignment. Once on Bonaventure Dr it continues as proposed and heads up to Heritage. This should then displace the 83 to use the Southern Part of Bonavista Dr instead of the proposed Northern part to spread out the routes.
I start work around 9:30 am at Lake bonavista promenade and i help me to reach around 9:30-34 am. Which is really comfortable route for me as i come everyday from saddle town Ne.
The old 29 used to stop at Canyon Meadows station, but the new 29 bus goes too far north for my typical transit needs
This route i use but now will have to board c train at heritage rather than Anderson. Trains are full already in morning arriving at anderson. Will be harder to get on train at heritage. Please expand trains back to 4 car service.
The bus frequently doesn't show up when scheduled
Route 29 is particularly helpful after I drop my child off at school, as it offers a convenient and efficient route to Anderson Station.
Needs to come much more regularly
Both the 29 and 44 leave from their respective stops on the train line at same time. So you miss one, you basically miss both 44, 83 and 28 all also leave from the train about thesame time, would make it better to stagger, each every 10min for ex
Need to improve service to 30 minutes. Also ensure connections with 28 and 83

I worry that the added transit time to the train lines will increase my commute, as opposed to the more direct current 29 and 44 routes.
Yes, going to clinic is a necessary
Please continue to serve BonaVista shopping plaza and Lake Bona Vista Dr as well as Lake Geneva Rd., Southeast Lake Twin Tree Dr., Southeast Lake Ontario Dr., Southeast Lake Michigan Dr., Southeast connections to Queensland Pl., Southeast to deer Ridge
More bus time.
Also stupid
The 29 provided a simple 20 minute commute to Anderson Station from my area. Now, there is no direct route to Anderson from where I live. This means the closest direct access to a train station is going all the way to Heritage Station. It seems very odd considering how busy this route normally is.
The current 29 route allows for a great connection between Deer Ridge and Queensland. Also gives people in Deer Ridge the option to ride a bus directly to Southcenter Mall/Anderson Station.
This is a yes and no comment yes the 29 can be used as a back up closer bus route than the 29, the inconsistent schedule of whether it shows up on time impacts if I get to work or appointments on time not to mention the time to get to a train station takes 30 minutes vs the 10 minutes the 44 provides from my stop
This is the biggest mess. The route makes no sense to the location of where we all live on the 29 route and the Ctrain station. I am extremely upset about this. You are making people in deer run travel 12 km to the nearest Ctrain station..... WHAT?!? There is a Ctrain station that is closer. If people need to transfer to the Teal line they can get pff at Heritage. What is going on? This is not making me and the other bus riders want to keep riding the bus farther from our community. Andersen is closer and you have made it so many of the seniors in this area have to get off in the community and transfer just to travel within the community. Come on and do better!
Removing direct station access for queensland is an awful choice. A 400m walk is very impactful for both cold weather and disabled riders. Additionally the loss of shelters for while waiting for busses during poor weather is going to negatively affect riders.
Again, what, exactly, was wrong with this route that has existed and served the communities it runs through for 20 years!?! There's a saying: "if it ain't broke, don't fix it!" Buses in this city exist for convenient access to the LRT, that's their primary function, and none of the proposed routes seems to serve that function.
Again, what was wrong with the route that has served several communities for decades now? It wasn't broke, why are you "fixing" it!?! You've taken a bus that was already a serious gamble, and somehow made it worse! Why would anyone taking that bus want to go to Heritage!?!
The route is okay, its the frequency of the route that's mostly the problem. The wait time for this route is not good. If you have data on how many uses this bus going to Deer ridge then you will see how many uses this route then adjust frequency based on usage.
leave the 29 going to canyon meadows c train station.

Deer Run needs more buses that go to Canyon Meadows and get us to a train station. Not less.
It doesnt even go to the closest train station which is Canyon Meadows
Same thing as the 28 only difference as this goes to Anderson Station instead.
It stops at Canyon Meadows station which is perfect
The drivers dont know what they're doing, if i am on the 29 theres a high chance that the driver will make me extremely sick, ive almost vomited on the 29 multiple times
I feel like It can Be abit more faster
The 29 (Queensland) currently passes by the Fish Creek library, where as the new Bonaventure route does not. It may just mean people have to go further since the new route goes through willingdon blvd. I think that anyone who lives at the bottom of the hill @ lake sylvan dr will also just have to get used to walking a lot farther as the route will now go straight versus making the turn. Id still wonder how snow detours will work as the bus will still have to go up a hill Also there will need to be a new stop at lake sylvan drive (where the bus would turn left instead of making the stop by turning right. so people won't have to walk as far. Ideally there should please be a greater frequency of service during rush hour because the new 29 route will be a lot more extensive (longer)vs how it currently is

### *Route 30 - Wolf Willow*

Legacy needs a direct connection to somerset station rather than winding down multiple communities. A connection which can take 15-20 minutes will be extended to 40 minutes unnecessary
I feel like this route might take me a bit longer to get to the train station then it does currently, which is kind of annoying considering it takes me about 1.5 hours to get to school each day. I'm also concerned that this might also be really busy, but otherwise it seems to work!
THANK YOUUUUUUUU Im concerned however that there will be many highschool students that are going to centennial, so it won't be much better than the 78 Chaparral
Too long of a route, takes away good service in wolf willow, walden, legacy and chapparral.
This route will add around 20+ minutes to the commute for legacy riders. The current 167 has us riding for around 30 minutes, so this will make our commute closer to 50 minutes just to reach the train station. Then we will have to ride the train for almost a hour to downtown. By combining routes, the routes will be much longer and cause users to turn away from transfer and find quicker alternatives. As well, making these long routes, will you have enough buses to keep a 20 minute or less wait durn rush hour? As well, i would wish you keep the 5am to midnight service monday-friday and bus buses. The community shuttles are not a proper bus and they often got crowded in legacy, so i hope the 18,30,31 will have a big bus on weekends and evenings. I also hope you will make efforts to keep the service fast and efficient to keep the routes similar to the 167. As well, please readd the route on walden drive & walgrove drive, those stops had lots of riders get off. Few got

on, as it was quicker to walk to 210 avenue instead of riding the whole legacy loop for them. Otherwise, the routes could be good if they have the right amount of service.
Provide all day all week service running at 20-30 min frequency
needs good service span
This route doesn't make sense. It is way too long and it is punishing people who take the bus in Chaparral and Legacy. Sure it helps connect Sundance and Chaparral but most people I would imagine are trying to get to the Red Line. This seems like a very bad change just to serve All Saints High School/Centennial High School. You should keep the current 78 from Somerset to Chaparral but change the 78 from Somerset to Sundance into a route that goes from Somerset, through Sundance to Wolf Willow or Chaparral Vally. It doesn't make sense to in convene so many riders who take the bus to get to the Red Line for High Schools. The people who take the Red Line to the communities far out weight the small amount of high school students who will only take this route at peak times.
Looks ok but would like to learn more about timings vs current 167 as we live at the 'end of the line' in both the current 167 and the new 30/31 system, will it take longer for us to get to from Somerset with the new bus vs old 167. Also not sure how this would work in the winter as the hill to come up 210 ave from Wolf Willow is very steep (steeper than the 194 hill).
Better service to Chaparral
The route is huge and cover at least 4 communities that would make each run too crowded at any time of the day. Also it's very long route and it could take the whole HOUR to get from the most distant bus stop in Legacy where I live to the CTrain station. The same is applicable for the opposite route 31.
I would like it to stop closer to the shopping centre on 210th ave
Being one person among many who work a 7 day schedule and not a 9-5, Monday-Friday. Please allow these routes to run on weekends. It would be a huge cost saver.
I wish 30 didn't take such a slow route through Sundance. It will add many minutes getting from Chaparral to the train.
Less transfer and more options
I think the Red Line expansion should be considered if route 30 gets established. It feels like the route is too long.
Takes forever to get to legacy. Seriously...
Bus route does not currently operate in the newer developed area of Wolf Willow. There are a lot of people now living along Wolf Willow Blvd and the streets connecting that are not services along the route.
The bus don't run in wolf Willow blvd
When get rid of 3 route and gave 4 community only 2 routes and make the travel time even longer and more distance for people do not have car, this is ridiculously.

<p>It would make my commute alot longer to the train station as it will be going through more communities instead of just 2 then straight up mcleod trail</p>
<p>HIGHLY NEEDED for those living in the new back half of wolf willow, better connects us to surrounding communities and services.</p>
<p>This goes through Wolf and Chaparral. The bus will be full and add commute times. But this at least goes around the community but it's not a direct route and adds commute times</p>
<p>It will be nice to have service extend the length of wolf willow from 194 to 210 ave. Currently walking half of the community in the middle of winter is not the easiest</p>
<p>Itll work for me</p>
<p>The bus stop on wolf willow blvd needs to moved by a street as there's been so many dangerous close calls and accidents on this street . It's a safety concern as well as logistics , there are only 5 people maxium on any given day that use the both provided on the street in front of 43 wolf willow blvd . There's a greater need for a higher density of a community population and this would elevate a huge safety concern and walking concern for people who use the bus stop as the location and there time would be cut down walking to their homes / apartments . This particular bus stop with the round about provides poor visibility if and when the bus approaches as well as the speed on the street is 50 km and the other street is 40 km which does meet the bi law . It is super dangerous at this bus stop and as result a child was hit by a speeding truck who wasn't paying attention . There have been numerous other safety concerns on this bus route again at this particular locations as with a school bus who also shares the bus pad drops small children off the bus . There have been numerous close with these small children who can't move as quickly as an adult . It's fine with the school bus but it doesn't work from a safety and walking prospective for children and really we all should be thinking of the children first and foremost . We aren't saying no to public transit we are merely saying please place it in a highly density area that makes the most sense . Wolf willow blvd continues to grow and there's more apartments and such and they have to walk a way longer distance to a bus stop . Please keep our community safe and make it safety and walking your number one priority</p>
<p>My question will be how early will it start and when will be the last bus</p>
<p>Commuting to work to have a shorter and better timing option</p>
<p>I think it will be a lot better having 30/31 going in both directions. It's a long route for me to go through other communities, but it makes sense. I hope there will be frequent buses, in which case this would be an improvement from the current 167</p>
<p>My daughter goes to Dr E P Scarlett and the express school bus only stops at Legacy. So she does not have public transit from Legacy to reach Wolf Willow. So we would like a connectivity between Wolf Willow and Legacy.</p>
<p>Request for everyday bus service for those of us that work weekends. Also, late evening after 7pm bus would be a great addition.</p>
<p>Looking forward to run full community and more frequent in the day and nights and weekends</p>

<p>Need a bus going to downtown from wolf willow. Also there's no transit during evenings and on weekends. Having transit on weekends would be great. For example the chapparel bus no 78 schedule is perfect for wolf willow. Hopefully this works out.</p>
<p>As a resident of Wolf Willow, I strongly support the proposed Route 30 (Wolf Willow) and Route 31 (Lake Chaparral) loop system, along with the overall service expansion in our community. These changes will greatly improve local connectivity within Wolf Willow, Chaparral, Walden, and Legacy. To make transit truly useful for more residents, I urge Calgary Transit to prioritize extended evening and weekend service on these new/improved routes. Currently, many south Calgary feeder routes have limited or no service after early evenings or on weekends, which makes transit unreliable for shift workers, evening outings, families, or non-peak travel. Adding reliable service into the evenings (e.g., until at least 10–11 p.m.) and on weekends would encourage more people to leave the car at home and reduce reliance on driving. Additionally, please enhance connections to downtown Calgary. Wolf Willow residents often need to reach the core for work, events, shopping, or entertainment. Better timed transfers to frequent routes (like those linking to Somerset-Bridlewood LRT or Macleod Trail corridors) or eventual integration with Primary Transit Network/BRT improvements would provide faster, more direct access without long waits or multiple transfers.</p>
<p>As a Wolf Willow resident, I support the new Route 30 (Wolf Willow) and Route 31 loop for better local connectivity in our area. Please add evening and weekend service on these routes—current limited hours make transit impractical for many residents (shift workers, families, evenings out). Also, improve downtown access through better timed transfers to frequent corridors (e.g., Somerset LRT or Macleod Trail) for faster, direct trips to the core. These changes would boost ridership and support community growth. Thanks!</p>
<p>Wolf Willow resident here—great to see proposed Route 30 (Wolf Willow) and Route 31 loop for local connectivity.</p>
<p>Need service over the weekend, late nights as well.</p>
<p>There is only 1 street it is going through the community, not frequent enough to accommodate easy access to and from the community if relying solely on transit.</p>
<p>Route 30/31 looping and connecting 194ave and 210ave via wolf willow is an excellent plan. This should have evening and weekend service as well</p>
<p>Route 30 needs an evening as well as weekend service</p>
<p>It would appreciated if it selected it makes my commute way easier</p>
<p>I currently drive and park at a ctrain station because the current service takes too long. The two directional loop would be an improvement.</p>
<p>I hope we have weekend bus schedules.</p>
<p>no weekend service</p>
<p>We need commute to Dr. E.P. Scarlett High School from wolf willow which is not currently providing by direct city school bus route. Current bus route 768 does not cover our community and not convenient to use. My suggestion is to extend route 768 down to Wolf Willow and start it from here through Legacy all the way to Dr. E.P. Scarlett High School.</p>

Same comment as per Route 18.
Route 30/31 loop system to should have higher frequency and evening and weekend service
The 167 route is extremely busy at peak hours (standing room only) and it services just Legacy and Walden. Now including Chapparel and Wolfwillow and Mindapore bus space will be untenable. This doesn't even take into account your now making the route from Legacy longer whether you use 30 or 31 as Legacy is on the back end. Legacy must have it's own route, ridership is extremely high and we want to encourage people to use this service.
Evening and weekend service needed aswell
Why add additional time for residents in legacy? The previous 167/168 routes went through Chappell, and they FIXED it by leaving it as Walden / Legacy. The buses are already crammed pack and now this will make it worse. Give Legacy a direct route to the train station. Why do we have to piggy back on these surrounding communities? It ain't broke, so don't make it worse. Do BETTER!!!
Looks like it may add time to commutes for people in Walden (getting to Somerset Bridlewood)
This route will increase the amount of time to get to LTR.
Since Wolf Willow Blvd was finished it would great to have more routes in our community. Especially on weekends. Now I'm using 194 bus and it operates only on work days, and unfortunately I need to use taxi, or go up to Legacy if I want to visit downtown on weekends.
We desperately need route to Wolf Willow for weekends(no routes operating for us on Sat/Sun) and expand operation time on working days at least till 10:30.
convenient road junction, for easy use and travel.
What we really need is evening and weekend service.
Would love to have a stop close enough to Chaparral Valley Dr. (if not in the valley itself) that I can have the option to use multiple buses to get to the C-Train line. Currently only one option (194) that ends service at like 7:00pm, making it essentially impossible to get home later.
I like that it will go by all the schools and also Legacy, Walden and shawnessy shopping malls. I like that can use one route to get to all areas in the community
Why 30 and 31 has to go thru the chaparral and sundance, it add 15-20 commute to the station for the commuters from Walden and Legacy. These routes are already too busy(standing loads) in the mornings. Keep Legacy and Walden separate.
There is no indication how long this new route will take. The newer route is appears much longer than 194.
There is no indication as to how long this route will take, where the stops will be or how often the bus will come. This route appears longer than current 194
If this is put through, it will add 30 minutes extra travel to the bus trip. I rely on the 167 to get me into the train station in relatively good time. I live near the back end of Walden/Legacy and from that point, around halfway

<p>on the route, the trip is still 20 minutes to get to Somerset CTrain. But 20 minutes is far far better than 40 or 50 minutes as the bus detours through 2 extra communities. This means an extra hour or more of travel time everyday, for everyone that relies on this route for quick and efficient travel. Please do not do this.</p>
<p>Need evening and weekend service on 30/31</p>
<p>Somerset Bridlewood Station, Sundance Wolf Willow Blvd., Carthel Valley Walden Gates of Walton shopping centre legacy centre legacy Highway two a back to Somerset Bridlewood</p>
<p>This route seems to consolidating a bunch of existing routes. It really meanders through lots of neighborhoods, which will make it slow. If the frequency is high (as high as the consolidated frequency of the routes it's replacing) then it'll be fairly equivalent to the existing busses. But if frequency is low it will be very poor. Busses will be over full, and waiting for the next bus will take a long time. This route only meets my needs if it is going to be high frequency.</p>
<p>I am retired. I use transit to get to the Shawnessy pool and out for social activities as I do not drive. Taxis are expensive. Why, when the bus drops me at Somerset train station or close to the Shawnessy Y, which contradictorily, is closer to Somerset ctrain, why would I want to go intp shawnessey, after an EXTENDED bis ride (30 mins extra approximately) just to end up having to take the train TWICE when I never need to at all unless I am going to Southcenter or Chinook malls. Has there been any actual thought put into this route redesign? I cannot see it except to save Transit some money. But it will do NOTHING but inconvenience myself and several hundred transit users in Walden and Legacy.</p>
<p>This is insane. The bus 167 is fast and efficient. It goes right to Somerset Ctrain, quickly in the morning. Exactly what transit is supposed to do. The 30/31 DOES NOT! Why are you extending the trip time by making the bus travel down and away from said train, and then having it go into SHAWNESSY ctrain. So anyone wbo needs the services by Somerset</p>
<p>I do most of my shopping at the Walmart closer to Somerset station. The bus drops me right there. It is fast and convenient, exactly as transit should be. When I go to work in the morning, the trip is quick. I work close to Somerset Ctrain station. So with the new route, I have an extra what 20 to 30 mins on the bus and then 2 train rides I shouldn't need to take. An extra hour or hour and a half depending on day of travel. This is ridiculous, and should not be implemented. It in no way serves as a good replacement for the 167.</p>
<p>Why force a</p>
<p>The 167 goes to Somerset Ctrain station which is where I work and shop. Why would a bis route that adds a lot of time to the journey I must take every day, and forces me to take the train twice when I didn't need to take it unless I was going downtown or to Chinook mall, for example. This needs review, and in no way actually serve the people who ride the bis everyday in Walden or Legacy. It just makes the journey longer and less efficient. Everything is wrong with this plan.</p>
<p>No buses on the weekends and evenings</p>
<p>I do not see how route 30 would work as I take the 194 from chaparral valley square. I am concerned also about the frequency and the time it would take to and from Somerset station.</p>
<p>I believe you are adding more time to wolf willow residents to reach to LRT but not covering the wilf willow other areas except Blvd.</p>

Very much in favour of the changes as the current routing through Belmont is not at all satisfactory. Change of routing the sooner the better.
We take this route to Mayfair X-rays, Calgary Labs and urgent care. It would be better if it stopped near the facility. Also I have gym membership with anytime fitness nextdoor
the 167 needs to stop being delayed and less time to wait. 30 mins apart is not okay. It takes individuals so long to get to their destination
bus route 167 is one way and frequency is every 30 mins which is very hard. We need more bus schedules especially rush hour adding more bus schedules is very much appreciated. Proposed bus routes 30 & 31 are a great idea - Thank you very much!

### *Route 31 - Lake Chaparral*

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Legacy requires a direct connection to somerset station rather than winding down multiple communities and extending the ride time unnecessarily
This route seems nice! I am a little concerned about it maybe being pretty busy, but that's it.
It's beautiful
Too long of a route, takes away good service in wolf willow, walden, legacy and chaparral.
This route will add around 20+ minutes to the commute for legacy riders. The current 167 has us riding for around 30 minutes, so this will make our commute closer to 50 minutes just to reach the train station. Then we will have to ride the train for almost a hour to downtown. By combining routes, the routes will be much longer and cause users to turn away from transfer and find quicker alternatives. As well, making these long routes, will you have enough buses to keep a 20 minute or less wait durn rush hour? As well, i would wish you keep the 5am to midnight service monday-friday and bus buses. The community shuttles are not a proper bus and they often got crowded in legacy, so i hope the 18,30,31 will have a big bus on weekends and evenings. I also hope you will make efforts to keep the service fast and efficient to keep the routes similar to the 167. As well, please readd the route on walden drive & walgrove drive, those stops had lots of riders get off. Few got on, as it was quicker to walk to 210 avenue instead of riding the whole legacy loop for them. Otherwise, the routes could be good if they have the right amount of service.
Provide all day all week service running at 20-30 min frequency
needs good service span
This route feels like it will be late often, take too long time to complete the route and not be frequent
While this is similar I think it would only work for Legacians looking to go from Legacy to Walden/Chaparral and not really be used for commuting. Would also like to know how CT plans to manage crowds in the 30/31 system, even with 15 minute frequency on the 167 buses are frequently overcrowded especially when they are delayed

Better service to Chaparral from Somerset Station
The route is huge and cover at least 4 communities that would make each run too crowded at any time of the day. Also it's very long route and it could take the whole HOUR to get from the most distant bus stop in Legacy where I live to the CTrain station. The same is applicable for the opposite route 30.
I would like it to stop closer to the shopping centre on 210th ave
Being one person among many who work a 7 day schedule and not a 9-5, Monday-Friday. Please allow these routes to run on weekends. It would be a huge cost saver.
This is less good than the 78, but not terrible
Route 31 should follow path of route 30 via Sunpark DR to Sunmills DR this way it can get closer to Sundance business park where Fluor and South Calgary Health Center are located.
Less transfer and more options
Takes forever to get to legacy...
Same answer from the comment on Route 30
it will create a longer transit time through more communities to get to the train station. with only 90 mins transfer right now i will run out of time by the time i get to my destination at the university and SAIT.
HIGHLY NEEDED for those living in the new back half of wolf willow, better connects us to surrounding communities and services
This goes through Wolf and Chaparral. The bus will be full and add commute times. But this at least goes around the community but it's not a direct route and adds commute times
Being able to take the nus daily to drop off and pick up kids from daycare
Same comments as 30
Wolf Willow resident here—great to see proposed Route 30 (Wolf Willow) and Route 31 loop for local connectivity.
30/31 looping via wolf willow bvlid and connecting all those south neighbourhood needs weekend and evening service
Needs an evening and weekend service
Again makes my commute way easier
We need commute to Dr. E.P. Scarlett High School from wolf willow which is not currently providing by direct city school bus route. Current bus route 768 does not cover our community and not convenient to use. My suggestion is to extend route 768 down to Wolf Willow and start it from here through Legacy all the way to Dr. E.P. Scarlett High School.

Same comment as per Route 18.
Route 30/31 loop system to should have higher frequency and evening and weekend service
The 167 route is extremely busy at peak hours (standing room only) and it services just Legacy and Walden. Now including Chapparel and Wolfwillow and Mindapore bus space will be untenable. This doesn't even take into account your now making the route from Legacy longer whether you use 30 or 31 as Legacy is on the back end. Legacy must have it's own route, ridership is extremely high and we want to encourage people to use this service.
Need weekends snd evenings aswell
Added time, too many stops, not enough rooms for passengers. This will be a complete gong show
Same issue as Route 30
It bypasses most of Legacy when it is coming from the train station. It goes in a short loop around Legacy. From Legacy, the bus does not get to Sobeys or to All Saints school. The kids have to stop on the other side of the road by Walden and walk another 7 to 10minutes to school. Having two buses going on opposite directions would help especially in winter.
Same thing. We need a direct bus from/to Legacy to the LTR
We desperately need route to Wolf Willow for weekends(no routes operating for us on Sat/Sun) and expand operation time on working days at least till 10:30.
We need evening and weekend service for this route.
legacy needs its own route
Would love to have a stop close enough to Chaparral Valley Dr. (if not in the valley itself) that I can have the option to use multiple buses to get to the C-Train line. Currently only one option (194) that ends service at like 7:00pm, making it essentially impossible to get home later
I like that both routes 30 and 31 will go through the communities and which will give access to all shopping malls in the area
Adds 15-20 mins to the the station. Rather making it faster you're making it longer. Not a good idea.
There is not enough information presented. If transit takes longer than 194 did I'll not take transit
See prior comment about the 30 seeing as it is a loop. Poorly thought out. Will impact a lot of people very negatively.
Need evening and weekend service on 30/31
Again, it only works if it's high frequency.
The stops don't adequately cover Lake Chaparral.

See comments for route 30. Exactly the same.
Please see my previous comments concerning the other number on the route/loop. In short, No!
It is the same route as the 30 except the other way. The plan is still poorly thought out and doesn't make anything more efficient or better in ANY WAY. Go back to the drawing board, or better yet, just stop reviewing the 167.
Same issue as route 30. I do not see either of these routes coming to Chaparral valley Square. What is the frequency and how long would the trip be to and from Somerset station.
Very much in favour of the changes as the current routing through Belmont is not at all satisfactory. Change of routing the sooner the better.
This route should help with the waiting time of the 78 since the 78 covers so much area Please make the 194 on weekends
the 167 needs to stop being delayed and less time to wait. 30 mins apart is not okay. It takes individuals so long to get to their destination
bus route 167 is one way and frequency is every 30 mins which is very hard. We need more bus schedules especially rush hour adding more bus schedules is very much appreciated. Proposed bus routes 30 & 31 are a great idea - Thank you very much!

### *Route 35 - Canyon Meadows*

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It should keep its existing route
Im kind of confused the direction that the 35 goes, if I got on at canturbury drive I wouldn't want to go all through canyon meadows to get to Anderson
This route can be improved. It is just doing what the 103 is doing by bring EP students and just a very short route. Its not bad but it would be more useful.
I currently have more options with the Route 44 Avenida/Deer Ridge as I can take it from my Condo Building on Lake Fraser Drive to Deer Valley Shopping Centre for groceries, Banking, the Drug Store, etc. With the proposed Route 35, I have no real option other than to take the train and possibly another bus which is more difficult with grocery bags. The Route 35 is now basically just a shuttle to take me to a train which is not always what I need/want. I am also curious as to how often this bus will run and if it is comparable to the 44 Deer Ridge at Stop# 4949 as I leave extremely early for work and need at least the 5:53 am start time that the 44 currently offers me. It also seems like this continues to happen in the area I live - in 2019, the route 81 that used to come to Stop #4949 on Lake Fraser Drive was changed and the 44 was extended to my area and now the 44 is being phased out and this new route is replacing the portion to my area. However, each time, I am losing the choice to remain on one bus and have to transfer often multiple times to get to the same amenities and it seems like the connection schedules do not align very well, so I spend more time waiting for buses and trains than I do riding them. It is becoming increasingly frustrating especially since the fares continue to increase yet the service seems to decrease. It takes longer to get somewhere and waiting at stops and

<p>stations for longer periods of time does not always feel 100% safe. Being on one bus and transferring less feels somewhat safer to be honest. All that being said, I am grateful that the Stop# 4949 will still exist and that the new proposed route still goes to at least one LRT station. Both of these things are a priority for me.</p>
<p>Currently I take route 44 which ends service at 8pm weekdays, and there's no Sunday service. If route 44 is eliminated and replaced with route 35, I would like to see later evening &amp; Sunday service come with it.</p>
<p>The change makes this route take longer to get home for lake bonavista residents living by Sam Livingston school. It will take longer because it now goes it the other direction for the 35 (bonavista route vs canyon meadows route) and would have to add walking time. I would be opposed to changing the 35 Bonavista route.</p>
<p>I don't and won't use this route, I just think it doesnt need to exist. Avenida/Canyon Meadows/Lake Frasier Dr are already within walking distance of multiple proposed bus routes (28, 18) and Canyon Meadows Station, and it would spend a lot of its time on Anderson and Macleod, which would make it less productive. I think that the resources required to operate it would be better spent somewhere else</p>
<p>Also goes to canyon meadows</p>
<p>Ends too early</p>
<p>Getting in and around canyon meadows</p>
<p>Complete removal of the route from entering Bonavista. This cuts off the left side of Bonavista (west of Bonaventure Dr) effectively from a useful bus route. These residents will now have to walk up to 10 minutes out to Bonaventure Dr to catch the 28 or 83. The 28 is not really good for local area access unless going to Chinook. the 28 does not have good access to SouthCentre mall. People would need to disembark at the Faimly Leisure center and walk up between the Library and Safeway to access. This walk way is not great as there is only a sidewalk on one side of the street and is not well kept. residents would have access to the new alignment on Lake Fraser Dr through a couple paths but this then goes backwards to Canyon Meadows station and extends the duration and hassle of reaching local areas such as Safeway or SouthCentre If the 35 is to stay out of Bonavista then i propose the following: Route 83 instead of turning off Bonavista Dr onto Acadia and then back on to Lake Bonavista Dr on the other side of the lake it should continue Straight to use the Southern Part of Bonavista Dr (should currently match the 35 Bonavista route going back towards Anderson station) This allows the 83 than to either turn onto Bonaventure Dr heading north towards SouthCentre or to follow the Old 35 route and hit the west side of Bonavista. With this change we should also move the 29 back slightly - Route 29 keeps proposed Queensland Alignment and comes up Lake Sylvan Drive through Bonavista. It continues south on Acadia and on to the northern section of Lake Bonavista Dr. This is the same as the current alignment. Once on Bonaventure Dr it continues as proposed and heads up to Heritage.</p>
<p>Usually i left my work around 6:00 pm and somedays at 10:05 pm. So , The time for this bus is really adjustable for me as it always comes around every half hour like i catch this bus in few minutes i left my work.</p>
<p>35 Bus runs too far away from where I live to be a viable transit option, but I still need to get to Canyon Meadows.</p>
<p>Needs to come much more regularly</p>

I would prefer smaller buses that run more frequently, or just go through Lake Bonavista. The route takes forever if you have to go through canyon meadows first.
The same as above
Continue providing services to Woodbine Shopping Center, Wood Valley Dr., Woodbine Boulevard first nation Centre head south towards Evergreen Somerset, and Somerset Bridlewood
Please run on at least half hour frequency
This doesn't even make sense. It also stops at Anderson.
I use the Bonavista portion of this route. It helps me connect to work & shopping.
Again, your guises proposed changes to the 28th and 44 other buses in the south is [expletive] and you may need to get on a bus once in a while and see what kind of people need the access. You guys are just stupid.

### *Route 63 - Alpine Park*

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Please increase bus frequencies as this bus route serves 2 highschoools in the area.
Please have a faster bus frequency on this route in order to reduce transfer times.
If road connectivity permits, extend the 63 further into the community.
The route 63 does not need to be extended all the way to Somerset. That is going to make frequency on this route bad. Split the route at Fish Creek
Needs better frequency, maybe 15 mins.
Would like for more times to be added during midday and possibly a few more stops further into the community
Extend it to the end of the community, current service stops at the beginning of the community essentially not making it viable for Majority of residents
Seems the new routes will provide next to no buses thru the Sundance business park, where Fluor and South Calgary Health Center are located - this is totally unacceptable. So route 63 should make the loop into the Sundance business park similar to how 11 and 12 had done.
If removing routes 11 and 12, route 63 should run all day with a bigger bus.
Too far from me to be useful, but looks good!
Would have to come more often and until the night for me to even consider using it if it replaces the 11/12/102. Does not like how I have to walk 5 to 10 mins to catch the bus to ride downhill. Does not like the proposed plan

Too infrequent to be very useful for going to and from Evergreen and Fish Creek Station. Routes 11 and 12 a much more reliable, but still not ideal because they are still not frequent enough to be as useful as route 14. Ofc using the 14 tends to be slower because it's a longer path to take from the train to Evergreen and back.
You should make it more frequent
The 63 as it currently exists is too infrequent to rely on much, for someone in Evergreen, it's only useful for getting to the train when the 11 isn't scheduled for another 10 minutes
Bus route 63 only runs on certain times of the day on Mondays to Fridays. Only one stop comes to Alpine Park which is close to Vermillion Hill
Yes go to there BBQ with friends in the summer
Can you change the frequency of routes 12 & 63 so they leave fishcreek station 15 mins apart instead of 3-5mins apart. What is the point of having 2 busses going up James mackevitt one behind the other?!
Fish Creek Lacombe Station Mill rise Evergreen Alpine Park, Bridlewood, Somerset, and Somerset Bridlewood
Good, just one line
Just make sure the schedules are staggered with similar bus routes like 12 to ensure maximum coverage.
Same issue as before
This route misses majority of the Millrise community. We are losing most of the coverage where the old 102 would cover. It would make it harder for people in our community to get to work as it would require us to walk an extra 10-15 mins to the nearest bus stop on a busier route and on a busier road during rush hour. Of course there are busses that service the local junior and elementary students with the new proposals but it feels like the new routes do not consider how much coverage gets lost when compared to other communities. Multiple of the new proposed routes cover majority of what the old routes cover besides Millrise and a bit of Shawnessy. If there was a loop that covered just that part of the old 102 route which runs maybe like every 20 mins to at least accommodate that area that would be fine. Can be one of the small buses during non-rush times and then the regular busses during rush hour.
11&12 used to service Fluor + South Calgary Health Centre. 102 and 63 should make the loop into sundance business park (31+55 Sunpark Plaza SE) similar to how the 11 and 12 had done

## Route 81 - Highfield

I miss having it go straight up Mcleod. I take it very rarely now and it is difficult to reach many locations along Mcleod as sections (such as the bridge south of Heritage) are extremely pedestrian unfriendly, especially in winter when it is never shoveled.
Remove Route 81 past Chinook Station, would get stuck in traffic
Sunday service is not provided at all. Greater hours of service are needed.

The route seems to change, making it unreliable.
Extra bus service to Evergreen bridal Wood Shopping Center, Somerset and Somerset Bridlewood
Before Christmas it was part of rout to SouthCentre and now it cut unfortunately
Prior to the revisions in December 2025, the 81 was my second most used route. I have still used it between Chinook and Southland station. Looks like that will cease. Previously I used service to Fish Creek Library, Southport Real Canadian Superstore, and the Seniors residences on 4th Street SW near 50th Avenue.
I like it when it went to southCentre mall and super store

### **Route 83 - Parkland**

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Finally the 83 is now useful
The time to get to a station would be too long.
It suffers most of the same problems as the 28. Only one way through deer ridge, so longer PM trips ~40-45 mins to Anderson in PM once the 15 minute walk is included.
The new 83 will help me connect to more amenities. The only downside is that it might take a little longer to get to Anderson C train station compared to Canyon Meadows.
Generally i have no problems with this alignment other than where it goes onto the north end of Lake Bonavista Drive. Instead of turning North on Acadia Drive it should continue West on Lake Bonavista Dr (southern section of loop) and then either continue past Bonaventure to continue the loop or turn North on Bonaventure drive. This provides better overall coverage of the area in conjunction with my proposed change for the Route 29: Route 29 keeps proposed Queensland Alignment and comes up Lake Sylvan Drive through Bonavista. It continues south on Acadia and on to the northern section of Lake Bonavista Dr. This is the same as the current alignment. Once on Bonaventure Dr it continues as proposed and heads up to Heritage.
There are no timing mentioned for the routes, So i am pretty afraid if there is only one bus in this area as now its 29 and 35. If i don't catch one i can get another in few minutes.
To long route, having the 83 actual route its a fastest way to make it to the C train network. Change the longuiness of the route will increase times. Leave it as is both 28 & 83 to the closest Canyon Meadows Station
Completely unacceptable. I was taking transit years ago prior to the construction of Canyon Meadows station when the Route 83 was based out of Anderson. Even then with the lower population using transit, it was never on schedule, completely unreliable, and with trip times that took forever. The whole purpose of Canyon Meadows station was to service the surrounding area and now you are proposing to remove that service and leave Canyon Meadows station without any way to access it (a 400m walk is not an acceptable accessible distance) You are cutting off a leg of the route, cutting off access to Fish Creek Park via the route, making the route inaccessible to the many elderly in the community who simply cannot walk as far as you propose, and extending transit times greatly by heading to a more distant, already crowded station. Whatever bureaucrat

who proposed this travesty of service should be fired for their incompetence, complicating that which is simple and making it worse in every way.
30 minute service
Don't fuck up the other route I rely on to deal with your scheduling ineptitudes.
Needs to stop at Canyon Meadows
You are intentionally disturbing peoples lives for profit.
See previous comments on route 28
To far from Canyon Meadows Station
Always late or sometimes miss my stop in winters and updated always like they are departed but in actual they were yet to come and then after seeing the update it's not coming I have to walk and suddenly it passes by
Frequent bus service from Anderson Station Lake Buena Vista, Parkland deer Ridge Queensland Dr., Canyon Meadows back to Anderson Station
Going from Parkland to the CTrain station is good. Returning can be a major problem if I'm out anytime past rush hour. The buses are way too infrequent then. I've had to wait over an hour to catch the bus. At that point, I might as well just walk home. Also, the CTrains are much less safe than they used to be.
Stupid
The proposed 83 Route would be the bus I would have to take to get to a train station, however I believe that this bus route is too long and covers too much of the area. Having a route that goes through Parkland AND Deer Run/Ridge while only going to Anderson Station means it will take me longer to reach the train station to access the C-Trains.
I am very disappointed with the proposed bus route changes in the Fish Creek Transit Service Review. Proposed changes to Routes #28 and #83 completely abandon the work-day commuter that travels by LRT either north or south. On Route #28, commuters must either: • Get off at Bonaventure Drive, cross two roads, and walk 400 metres to the Canyon Meadows LRT station. Both roads are very busy with traffic. Furthermore, the pedestrian crossing of Bonaventure Drive is an uncontrolled intersection, putting transit users who exit here at greater risk of a traffic accident, or • Continue to ride the bus to Chinook Station, which significantly increases travel time, both north and south on the LRT. The LRT takes about 10 minutes to travel from Canyon Meadows to Chinook Station, and I estimate the bus will take 25 to 30 minutes to travel this same distance along Bonaventure and Fairmont Drives. Thus, commuters travelling north have added 15 to 20 minutes to their commute time one way, whereas commuters travelling south have added 35 to 40 minutes to their commute time one way. Similarly, commuters using Route # 83, must travel to Anderson Station, adding about 5 minutes to a north-bound commute and 10 to 15 minutes to a south-bound commute one way. I am extremely disappointed that The City proposes to abandon the work-day commuters. These changes hints that Calgary Transit has long-range plans to close the Canyon Meadows LRT station. First cut bus service to reduce the number of passengers, wait a few years, then state that we are closing the station due to a reduction in passenger counts. This is typical of what London Transit has done in the past. I understand that you are trying to service the high school students at Lord Beaverbrook School, but they only travel in a 1½ hour

<p>time frame, twice a day during weekdays for 10 months per year. Furthermore, the staff at the open house stated that the high school students will continue to have their dedicated bus direct to the school, so why duplicate this service? What about the workday commuters who travel outside these time frames and 12 monthly per year? You have abandoned them. Absolute minimum, have Route #28 stop at the Canyon Meadows LRT Station, not 400 metres away and across two busy roads. Route #28 could follow existing Route #44, which goes up Lake Fraser Drive to the LRT station, then back south and north bound on Bonaventure Drive. The proposed Route #28 # 83 maps obviously show that the planner who prepared these has no idea of what communities are in the area. For example, the text boxes for both of these routes state that they service the “Deer Ridge Community” they do not. Both routes service Deer Run and Parkland, whereas Routh #29 services Deer Ridge. Again, disappointed that your planners do not even know what communities the bus routes are servicing. No mention of frequency of bus service. When we moved into Deer Run over 45 years ago, bus service was every 15 minutes during rush hour, 20 minutes outside rush hour. Once the south leg of the LRT opened in the early 1980’s, bus service was reduced to 20 minutes. Then several years ago bus service was further reduced to every 30 minutes. I am suspicious that these changes will trigger yet another reduction in bus service to our communities. Do not abandon bus service to the Canyon Meadows LRT Station.</p>
<p>This one is closer, but again, what is your problem with Canyon Meadows station, and by extension all the communities it serves!?! Have the people of Canyon Meadows, Lake Bonavista, Parkland, Deer Ridge, Deer Run, and Queensland done something to offend you!?! Because service in our community was already taking a nosedive, and this feels personal.</p>
<p>Needs to be close to canyon meadows for faster conection to C train</p>
<p>I love that it is to/from Canyon Meadows, it is convenient for commutes. Because of the short distance/duration, we often use transit instead of our vehicle.</p>
<p>It no longer stops at canyon meadows train station. If I want to travel south I need to with ride it all the way up to Chinook and the turn around and travel back south via the train through canyon meadows station or else get off and walk the 400m, possibly through deep snow. What if walking is hard for me? What if I need a walker or wheel chair? What if I am heavily pregnant? It feels to me like this is a sneaky attempt by the city to phase out the station. Stop sending buses and then claim 'no one uses the station anymore' so you have justification to demolish the station leaving canyon meadows, deer run, parkland and Queensland essentially stranded/isolated which I think is underhanded and does not have the citizens best interest at heart. The transit service to these areas is already minimized as much as possible we do not need to be isolated any more.</p>
<p>This also by passes Canyon Meadows. What is the purpose? Is the train station getting redone?</p>
<p>Agian same as 28 and 29. This bus heads to stations further north. People will be on bus longer and inconvenience for those who travel south.</p>
<p>route will use my current stop in Deer Run but it is longer and will connect with Anderson LTR also far away</p>
<p>Same comment as the previous route. Adding more time riding on the bus instead of train will mean more travel time, especially in the winter when schedules are not that reliable</p>

I take now the 28 bus, but the stop of the proposed route will be far from my house, therefore, I could use the proposed 83 route because the stop will be near my house. For Saturdays and Sundays, I need the last bus to leave Anderson Station at 10:30 pm, not before, please!
For all the same reasons I stated 28. It does not make sense for the bus to consume fuel going to Anderson, when Canyon Meadows is closer.
please see comments for Route # 28 thank you
Thank you for including Deer Run for the 83 Parkland bus! I have been asking for this for a while and it would tremendously help increase ridership as well as potentially staggering the bus with the 28 bus for an effective 15 minute bus frequency in Deer Run. I also love that it connects to Lake Bonavista mini mall, Fish Creek Library, Southcentre, and Anderson station. I will take this bus a lot more instead of only relying on the 28 bus, which increases flexibility, reliability, and convenience.
I need this route to go directly to Canyon Meadows station. A route to chinook and having to take the C-Train back south is a massive waste of my time
Again, I think rerouting this route away from canyon meadows station is a mistake, but at least is stops a relatively nearby and decent station (Anderson). The main issue I have is that it does an outer loop around Deer Run, so in order to take the 83 I have to walk nearly 10 minutes as opposed to the 2 minutes to my nearest bus stop (where only the 28 would service).
The new routes would mean that I could take either the 28 or 83, which will hopefully reduce wait time.
I am concerned about increased traffic if the new route is approved. I see it crosses Bow Bottom Trail and up into Parkland via 146 avenue. This intersection is already horrible, often it is a game of chicken to be able to turn north/left onto Bow Bottom from Parkland. The amount of speeding is frightening, nobody goes the limit and if you do you are followed closely, people swing by your car unsafely. There are many native animals crossing the road and people are ignoring to their safety. The water plant is undergoing a multi year upgrade project, it is a major project with increased traffic from large equipment and staff. It is getting very unsafe to travel on Bow Bottom. The limit is 60, decreasing to 50 but most drivers are driving 80-100 km/hr and it is frightening. What is the city going to do with this intersection?

## Route 102 - Midnapore

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Thank you thank you for giving Belmont a different bus. I probably won't take this one since it's a bit more of a walk and it's sure to be super crowded, but it's nice to have options!
It is a great way to go to Shawnessy Library with less walking,for nasty weather.
It'll be nice having a different route because then I won't have to get up at 4:30 AM just to catch the 5:20 AM 52
Please have a faster bus frequency on this route (20 minutes or faster) in order to reduce transfer times and because it is a long route. As well, please consider a route on yorkville blvd instead of sheriff king st to expand

<p>service for potential new riders, reduce reliance on OnDemand service for a more reliable and faster bus route, and reduce duplication with route 18 on sheriff king st.</p>
<p>If it can be split in half so if one bus is late in the south then it wouldn't affect the Midnapore area and vice versa</p>
<p>I would like to see a higher frequency of busses than the current route 52 has</p>
<p>I regularly take the 78 route to Belmont and the bus is always congested and at full capacity - I thing that unifying routes 102 and 78 for Silverado/Belmont is a great idea given that the bus frequency will increased and that the bus, not the little shuttle, is provided throughout the day. I take the 78 daily to work and during peak hours I feel the system collapses - please increase the frequency for the unification of the routes. Aside from that this is a great proposal.</p>
<p>The extension to Legacy, Chaparral/Wolf Willow is great, as well as the two-side service inside Silverado, instead of the loop. This simplifies my travel to go to shopping and groceries destinations.</p>
<p>Will take adjusting for those in Silverado as the route reverses going to Somerset. Increases travel time to Somerset for those from Chaparral Valley unless using route 30/31 service</p>
<p>Will frequency increase on this proposed route? Right now, the frequency between buses is 45 minutes. That's a long wait if you miss your bus, especially during the winter. The new alignment also takes away the 52 going in the opposite direction, so there's no option to catch an alternative bus. With only one bus going through the majority of Midnapore, this new route needs to be more frequent.</p>
<p>Increase bus size from shuttle to 40ft as the new service would demand such a size.</p>
<p>Removes the stops in millrise so I have to walk further just to reach the same destination (to shawnessy or fish creek station). Therefore having a increase transit time for no reason.</p>
<p>Especially considering people with mobility issues cannot walk that far, the more buses you can provide to Fluor and South Calgary Health Center the better (both of which are located on the far south side of the business park). Route 102 should make the loop into the business park similar to how 11 and 12 had done.</p>
<p>As long as Midnapore will transfer to keep the same Milrise route after it gets to Shawnessy, it should be okay. If not it will really impact my commute</p>
<p>Good for getting to senior activities</p>
<p>G</p>
<p>I don't mind the changes to the route, it will be longer now for me to get from the LRT station to Belmont but what I am mostly concerned about is that it won't come frequent enough. The 78 is a route that's already busy, specially during after school/after work times (3pm-6pm). Considering that I am paying \$4 now for a ticket and that my bus route is now longer, I would expect Calgary Transit to make this service more frequent. I am often left behind already in the 78 because there isn't space. This is just additional pain to the riders and bus driver.</p>
<p>Before I used to ride Bus No. 15 from Millrise which connects the Fish Creek Station and Shawnessy Station to ride the train. Back in 2022 Bus No. 15 was converted to now Bus No .102 the impact to my everyday commute was minimal Bus No. 102 only goes to Shawnessy Station for me to ride the train. With the new</p>

propose route for Bus No. 102 going to Midnapore Instead of the Millrise Area. My concern will there be a new Bus Route that connects the Millrise Area to any Station to ride the Train?
Prefer if the 102 stays in Millrise and mindapore goes to another bus route
I live in the Millrise Area and Take the Bus 102 that connects me to Shawnessy Station to ride the train for school. If the new route for Bus 102 goes to the Midnapore area only, will there be new bus route going to the Millrise Area?
I am unsure if this route meets my needs in terms of a schedule. It is a much longer route which means I don't know the frequency. Currently, I take the 5:25 am 52 bus and that early hour is essential for me to make connections to work.
The new route for the 102 will have a negative impact on our daily commute, especially for our child, who takes the bus to Our Lady of Peace.
This looks fairly good! Hoping that it will have extended service hours compared to the 194 (or some other option to get from chaparral valley to the train after service hours are over)
Do not change it please I'm a senior and do not own a car
Changing the bus route would affect the connection time to somerset lrt for current users. The travel time to somerset lrt would greatly increase if the bus route is changed.
The route is perfect the way it is right now. It is a short travel time to get to the sea train station.
Far too long of a route involving way too many communities just trying to get to or from the train station!
The Midnapore bus will heavily change the amount of transiting time and number of passengers on the bus. The 102 is already full during peak hours of the day and by serving additional communities such as Belmont and Yorkville, there will be no space on the bus during these peak times. In addition, having two directions for the bus in Silverado will impact the amount of transiting time for users who currently use the 102. A previously 5 minute ride will become 15 minutes, which will lengthen already long commutes. Serving additional communities, and particularly two high schools, will also impact the 102 as well by having a significant influx of passengers that will result in minimal or no space for additional passengers by the time it reaches Somerset-Bridlewood. The 102 should maintain its current route. The change in the Midnapore route may be acceptable, but serving additional communities past Silverado will result in a worse transit experience for Silverado and those in Yorkville and Belmont.
Pairing Chaparral Valley with Midnapore and Silverado is interesting - I thought its current pairing with Wolf Willow was quite effective, but that's not to say I completely dislike that change. Very pleased about the direct service to Centennial - we have been fighting for this for a long time.
Currently meets my needs. Would not meet my needs with the new changes. And due to the unavailability of free parking, I would have to take the bus because there is no option of driving to the train station
It disconnect three major schools if you re-root it
Go back home and shopping

No need to change the current bus route its efficient
I use the current route to go from Silverado to St. Patrick Parish. No transfer for me currently. Also, if I want to shop at the Superstore near Shawnessy Station, currently I don't have to transfer. With the proposed routes, I will have to transfer to go to church and Superstore. I can still travel directly when going to Superstore, but the route will be longer.
There has been a significant lack of a direct connection from Belmont to Holy Child School. Many children live here who are no longer eligible for the yellow school bus, yet they still have to attend this school for another three years. Currently, children have to take two different bus lines to get to school and back (with a transfer) — lines 78 and 102. This is neither comfortable nor safe. This is especially concerning because the area is full of coyotes, and their activity is particularly noticeable at the Sheriff King stop, where the children get off and have to walk to transfer to the 102. The new proposed route finally addresses the expectations of the entire neighbourhood. The line runs right by two schools that have so far been outside the transit network. It would be advisable to adjust the timetable to match school start and end times. The bus should be scheduled to arrive at the school stop 10 minutes before the morning bell and 10 minutes after the bell in the afternoon once classes are over.
It is very important for safety students if bus would have route close Holy Child school and Ron Sauthern. Nie any bus not riding there at 8.00-8.05. 78 stay at Sheriff King and children going on foot. Winter, coyot, and more are not safe way to school. The best would be if bus will turn to Silverado Way follow Silverado Terrace at Holy Child School. A lot of students could use it and parents will happy if transit will care about children in our area. Thank you
Right now any bus not riding close school - Holy child. Children have to go out at Sheriff King -78 bus and go to school on foot even though coyotes and winter, dark in the morning. It is not safe for students. This proposal is fantastic and solves all parents afraid. Would be great if schedule will be close 8.05 at Holy Child school. Thank you so much for this route changes.
This route misses all of the Millrise community. We are losing most of the coverage where the old 102 would cover. It would make it harder for people in our community to get to work as it would require us to walk an extra 10-15 mins to the nearest bus stop on a busier route and on a busier road during rush hour. Of course there are busses that service the local junior and elementary students with the new proposals but it feels like the new routes do not consider how much coverage gets lost when compared to other communities. Multiple of the new proposed routes cover majority of what the old routes cover besides Millrise and a bit of Shawnessy. If there was a loop that covered just that part of the old 102 route which runs maybe like every 20 mins to at least accommodate that area that would be fine. Can be one of the small buses during non-rush times and then the regular busses during rush hour. I understand that Midnapore needs coverage but removing another community to cover a different one because that community has a high school does not make sense.
Sirocco at Pinecreek, is lacking a basic transit system even though our property tax is rising at the highest pace. It is essential for our community to have a bus system since its been developed for years now.
This will be an improvement only if it runs more often than the 52. The current every 45 minutes (make that an hour as the bus hasn't been on time for months) and nothing after 9 pm is not an acceptable level of service to me. The frequency is not posted so I can't comment fully.

Please route to west side of 194 ave to reach Yorkville blvd
Again, my concern is the frequency of the route to and from chaparral valley Sq as well as somerset-bridlewood station. How long would the trip take? Currently the 194 takes about 20mins. However from the route map for 102, it looks to be much longer.
The detour into Silverado adds extra time to what used to be a straight drive along sheriff king.
I'm concerned the longer route will cause longer wait times and delays.
As a parent of a Holy Child School student, my child currently takes Route 78 and transfers to Route 102 every day. For such a short distance, this commute is longer than expected and involves unnecessary transfers and walking, which is not ideal for young students. I strongly support changes to simplify this route. A direct bus with a stop closer to Holy Child School would greatly improve safety, especially during winter, and make the commute more reliable for students. It would also be very helpful if the timing could be adjusted so buses arrive closer to school start time (around 8:15 a.m.), to better support students getting to school on time. Thank you for considering improvements that support students and families in the community.
102 through Silverado will be more beneficial for highschoolers and families without school transportation in the area
11 & 12 used to service Fluor + South Calgary Health Centre. 102 & 63 should make the loop into Sundance Business Park (31 + 55 Sunpark Plaza SE) Similar to how 11 & 12 had done
maybe works for me - I take the 52 to shawnessy station at 5:25 am from stop 9228. Will the new bus run early schedules? My partner works early construction hours and I am an early worker too (Monday - Friday)
If 52 is being discontinued, where will the bus stops be located if 103 is replacing it
will not go through midnapore
Bus needs to start earlier - I work in Glenmore Industrial and you can't get a bus on the weekend till 9 - work starts at 7 am we need buses to start earlier and come by more often
more traffic on Silverado WY SW, already heavily used + parking issues. Longer travel time to Somerset LRT
I strongly oppose these proposed changes, and many of my neighbors feel the same. I do not own a car, and I rely heavily on route #102. I have a 7-year-old son and a 74-year-old mother, and we use this bus several times a day. Every morning and afternoon, we take route #102 to the school bus stop, the Shawnessy C-Train station, grocery stores, and other essential destinations such as the Cardel Centre, Library, and YMCA, where my son has classes. Closing this route would leave us without a reliable means of transportation for daily life. Who approved this change, and why was the community not consulted? This route is always full of schoolchildren, and there is no alternative plan for them or for residents like me. I purchased a home in this community expecting access to this transit route, and I pay high property taxes—what are these taxes supporting if essential services are removed? Eliminating route #102 would severely disrupt my family's life and access to education, groceries, and essential services. I urge you to reconsider these changes and engage with the community before implementing them.
I strongly oppose these proposed changes, and many of my neighbors feel the same. I do not own a car, and I rely heavily on route #102. I have a 7-year-old son and a 74-year-old mother, and we use this bus several times

<p>a day. Every morning and afternoon, we take route #102 to the school bus stop, the Shawnessy C-Train station, grocery stores, and other essential destinations such as the Cardel Centre, Library, and YMCA, where my son has classes. Closing this route would leave us without a reliable means of transportation for daily life. Who approved this change, and why was the community not consulted? This route is always full of schoolchildren, and there is no alternative plan for them or for residents like me. I purchased a home in this community expecting access to this transit route, and I pay high property taxes—what are these taxes supporting if essential services are removed? Eliminating route #102 would severely disrupt my family’s life and access to education, groceries, and essential services. I urge you to reconsider these changes and engage with the community before implementing them.</p>
<p>My daughter who is in Grade 7 was kicked out of the yellow bus because of her age and because of the high amount of students in Grade 1-6 at the Holy Child School. She tried to take the transit using Route 78 and then 102 but it is taking her the whole morning to walk from bus stop to bus stop. Please consider adding a bus stop at Holy Child and connecting to Route 78 at Belmont</p>
<p>You propose taking away our route 102 through Millrise and not replacing it with anything else! I live in Millbank Close. We have always been able to walk through the “cut-through” sidewalk between houses to catch the 102 bus from Shawnessy LRT station on Millrise Drive. Now route 102 is projected to be changed to Midnapore, with nothing to replace it. What are people along Millrise Drive to do? Many of us rely on this route daily for work, school, appointments. Please pay attention to us and give us some service, without the long walk to James McKeivitt Road or having to cross Shawnessy Boulevard. I don't even know if the Route 25 will stop anywhere near us on Shawnessy Boulevard. You are welcome to come to my house to try out the walk. I'm an active 74-year-old and don't fancy it.</p>
<p>I use it to go to work, shopping, school, doctor ... etc</p>
<p>If you move this transit route to service Midnapore, what route will I use in Millrise to take the bus to get to the train station to get to work? I cannot believe you would leave this community without any access to the train. I have Down’s syndrome and this is my only access.</p>

### **Route 103 - Braeside**

<p>Route should take over woodbine routing from proposed 25, and route 25 should follow the proposed Bufflo Run routing</p>
<p>The area going from Southland to the Max Yellow could be replaced by the 25 instead or some other route. It makes this route so infrequent when it has to loop back</p>
<p>Please make sure it service's buffalo run road</p>
<p>It could meet my needs but only if it is not running every 30 minutes. Right now when I take the train to Southland I can catch the 125 or the 126 and they leave every 15 minutes. If the 103 is only running every 30 minutes I would need to check on the app and pre plan a route home. I like that right now I know I just need to go to Southland and no matter what time I arrive the most I need to wait is 15 minutes. Especially with all of the security issues at Southland</p>

I like the idea of it possibly going into tsuu T'ina
I think this route would be good as a way to get to buffalo run.
My family of 5 uses Braeside 126 route going to work & school. We purchased our home and kept our jobs in our area because of the convenient bus routes available.
Presumably the route would run both ways on the weekends as well which would be a significant improvement on the current situation
The route seems very long so the frequency would need to remain at a similar level to the 126
Its good but please dont change the number, keep it as 125 or 126, theres too much changing route numbers and its confusing
Access to red line and for schools is important for me and my family
It makes commuting so much harder and way more time consuming the 125 and 126 were just fine
I don't even know what this bus route is. I've never used it because I don't know where it goes or where to catch it. I've never seen it go by or sit at the Southlake station.
Why do you have to change the 56 at all? It was working fine.
Heritage Station Hayes, bro Brightside Woodbine loop around Woodbine including Woodbine shopping centre 24th St., Wood Park Anderson Rd., Canyon Meadows, Southwood and Anderson Station
PLEASE PLEASE PLEASE this might be the best bus ever for students in the southwest
I have never heard of this number bus ( 103 ). I am a frequent user of other buses in my area, but I have no clue what this bus is or where it goes and who it serves. I guess that's my answer to your inquiry to this number bus meeting my needs. That's a Solid No then.
This route would allow much more easy neighborhood access to a station (specifically southland) which surrounded area includes offices, clinics, and more. While both the max Yellow and 56 service my area it still requires about 3 transfers including the train to get to somewhere that would be a 15 minute drive. Plus the possibility of a buffalo run route as well would be very nice and definitely get some good use (especially from the highschoollers or people who dont want/can't drive). I like this route idea!
It does. It come anyways near my place in woodbine
Finally, after many year, CT have make the good choose to not just push all rider to the Ctrain and hope the train have no issue. I am very excited both route. I very appreciate Calgary Transit go with CNG and gasoline bus in fact we still need more diesel bus for future Anderson Garage and Spring Garden fleet replacement. There is the reason transfer a garage to CNG is expensive and take a long time for both garages get GNGs. I understand diesel buses is getting super expensive now, a air-conventionation 40 foot bus for 400,000 dollar and now is more than a million. but their have no better option beside if you want diesel-electric hybrid Calgary Transit has to consider diesl order at least 500 clean diesel bus due to the old flyer, 78, 79, 80 and 8101-8200 nova and 8205-8354 new flyer already over 50% of their design life. More american transit bus is 18 year life span. For more 6001-6063s new flyer is geeting end of life for as articulated join required rebuild. I suggest

Calgary Trasnit purchase new articulated buses with diesel or CNG mix with batter electric, those buses equipped with dual power and as the city is getting bigger, we need more of them
I think updating this route is a good idea but since we lost the route 95 during covid the feeder buses are not frequent. I usually drive to the train station because it is too long to wait for a bus Please also consider increasing the frequency of this route. We are very well served by transit in our neighbourhood, thank you!

## Route 107 - Evergreen

I think this route is a good change and helps frequency. It is not too long and doesn't go into too many communities and riles on the Red Line as a Rapid Transit Line which is what I think all routes should be like since the Red Line is able to carry so much people and run so much faster. It would be great if other bus routes in Midnapore could be designed like this
Please have the bus run more often, the 52 currently comes once every 45 minutes and that makes it extremely difficult getting places on time. I'm either super early or super late which is a hassle in my day to day life. I would rather have the bus come once every 25 minutes or so like other lines have. Thank you!
Good route but please keep it as 52
Route 12 and 11 are right infront of my house less than 5 minutes away. It is exteemely convienient to travel despite the already drastic bus times that are currently offered. I have my mother of 65 who heavily relies on these routes for her transportation and need these stops to be close because of her disabilities. Taking this away for a new route such as 18 does not help the accessibility of my family and this community.
If replacing Route 52, route 107 should run more often than route 52
Too far from me to be useful. But looks good!
There is only one bus stop near just one side of Evergreen. Crossing all of Evergreen to get to that stop is usually not worth it. It's also usually too infrequent to use outside of rush hour.
Actually I'm not sure if would meet my needs better than the existing route 52 or not. ldk
Company kids boeing to school everyday
Begin at Shaughnessy Shaughnessy Dr., Mill Rise Boulevard James McKavett Road SW. Evergreen Street Evergreen Dr., Evergreen Row Evergreen Park Evergreen Circle, Fish Creek Blvd., Everage Drive ever meadow Ever Oak Dr., Everage Drive 24th St., Bridlewood shopping centre 162nd Ave., Somerset Somerset Bridlewood
Just make sure the schedules are staggered with similar bus routes like 12 to ensure maximum coverage.
Do not kill the 11 and 12
Will this route replace Route 52? If so, would be nice for it to be more frequent, like every 20 to 30 minutes rather than every 45 or 50 minutes.

## Route 112 - Bridlewood

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<p>The new route does not meet my needs. The current route works fine. I need to go to Seton regularly and not needing to change busses works great. The new route would have me change busses at the train station and have to guess new bus times. As well, most kids in the area go to centennial high school. With this new route they would have to change busses too and that would lead to even more congestion at the train station. Just fix the bus times at night for this route and it works fine. The bus doesn't run enough at night after 5pm and that means I'm often waiting half an hour or longer for a bus in the dark when I get off work.</p>
<p>I'm curious about frequencies? Will they be maintained or reduced especially during peak hours</p>
<p>I think this route is a good change as it isn't going to be confused with the 14 Cranston anymore which was very annoying. It also relies on the 507 which will allow it to carry more passengers faster.</p>
<p>Needs to retain similar service span and frequency to current route 14 and maintain good connections to routes across the Bow river</p>
<p>BOOO</p>
<p>Never on time, always not stopping for passengers. Unreliable bus time</p>
<p>keep it as 14. but its good that finally there is a bridlewood bus for itself</p>
<p>Simple replacement for 14 for me, so no change.</p>
<p>Does it still start at 4:24</p>
<p>It will if it goes both directions on Somerset Drive</p>
<p>The winter route we take is the same year round, and as it goes up the hill 9/10 times it gets stuck and leads to passengers to wait for another upcoming bus. Some issues you will see in this is the inconvenience of the waiting time, and potential issue of having to wait for another bus in the cold because of the other bus being stuck. Passengers for this route, strongly advise and ask for a different route (although it's longer, but more convenient), to take it to the McKevit road and lead back to the original route, just so we decrease the amount of times it gets stuck (WINTER ROUTE NAVIGATION). Other comments I would like to add, is that this bus gets busy very, very fast. It would take at least 2-3 bus trips to for all the commuters coming from the train and else where to get on this bus. Having more buses to this route would be appreciated. One last thing, is that currently, the Cranston-Bridlewood Buses (coming from Cranston to go to bridlewood), has issues of it always, always being out of service or go back to Cranston, as a student I take the bus stop BEFORE the train stop as it reduces traffic with commuters, and arrives before getting there, so issuing this and helping it would also be appreciated. With everything, thank you so much for listening and that is all. :) -Anonymous route 112 or 14, Cranston/Bridlewood Commuter YYC</p>
<p>Don't put the BRIDLEWOOD BUS through somerset. somerset has seperate routes. the BRIDLEWOOD BUS should go straight into bridlewood, and NEEDS to run every 10-15 minutes, 5 minutes during rush hour. i have lived here and used this bus for 6 and a half years and it is straight up offensive how unreliable this bus is. i have had to spend hundreds of dollars in taxi costs because the bus just doesnt show up or is half an hour delayed or crazy early. the 112 route is also longer than the 14 currently is. this is not an acceptable solution</p>

Going to UofC to attend alumni event frequently
More trips to Bridlewood shopping Center, Bridlewood Rd., Somerset and Everage drive
Why is the route being served in the other side of Somerset Drive now? It leaves the north part of the community without a bus service. It would remain and follow the route 14 path
Never enough busses, often late. Gets extremely congested around 3:30 when school ends
Transit is always delay when heavy snow fall I am always late even I leave so early at home.
During high peak times 3-4 pm there are a lot of people waiting for the 14
Too expensive
I currently take route 14 from my home directly to my place of work at South Health Campus. The proposed change means I will have to transfer to another bus. along the way unless I walk 20 minutes to 162 ave. This is extremely inconvenient. Please do not remove route 14. I think you all need to consider it's not just students taking transit. Why not add more routes specifically for schools? Please don't remove the route I have been using for the last 8 years.
It is very much needed! The 14 Bridlewood is always packed; half the time it doesn't seem to show up. Another route would be very beneficial
existing route 14 doubling back is near same speed or closer than walking to 24th ST. New route seems far more direct which is nice. Some concern as to scheduling school service, often significant congestion with bus, bus behind passes near empty

### **Route 125 - Cedarbrae**

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This should be merged with the existing Oakridge part of the 99
It no longer goes through Braeside and will involve more planning out if I want to use it. It will be a longer walk to get to especially in the winter. With the condition of 24th when it snows or is icy this is going to be a huge concern.
I like the connection with the max
I'm not sure I like the idea of 125 being shortened and route 126 being cancelled. For the latter, I thought it was a good way of getting from the western end of southland to the lrt station.
No weekend service means I'm either very early or very late for work. delayed start on Sunday to route 126 means instead of a 5 minute walk to an active stop, I have a 20 minute walk to a stop with no weather protection.

<p>The lack of availability on weekends is an extreme inconvenience. Coming back from work in the night and just narrowly missing bus 126 means I have to wait 30 minutes at the station for that 1 bus to come back. Extending 125 to weekends would help a lot. Thank you</p>
<p>For the weekday service this bus meets my needs when I'm on my way home. It's another option to use on the weekdays, and I really notice it's absence on the weekend service. Less choices makes the time getting anywhere especially home to Oak Ridge more time consuming and somewhat annoying.</p>
<p>Needs to come more frequently during peak hours. Morning commute 6:30-9:00 am and after school/work 3:00-6:00. Because it comes so infrequently still much faster to drive and park at Southland. Waiting for the bus adds at least 30 mins to my commute as opposed to driving to the station.</p>
<p>While the route is good and hopefully will get people to the train faster, it needs to come every 15 mins not every 1/2 including on the weekends as it's the only way to get out of cedarbrae.</p>
<p>The proposed changes will make the route more efficient, thanks.</p>
<p>I frequently use this bus route during the week, and I love that I have two choices on weekdays to help me get to where I'm going more rapidly. I'm Very disappointed that it does not run on the weekend because it makes my time from home to my choice of destination much longer and in cold weather it's a huge inconvenience and not a good use of my time. I can't afford any other type of transportation so I don't get much done then.</p>

### ***Route 507 - Somerset***

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<p>Long overdue thank you for making this happen</p>
<p>This seems like a BRT line that can be upgraded to MAX line in the future. In consideration of this, please increase bus frequencies to match as closely as possible to PTN.</p>
<p>I live in the south part of Seton. I will need to walk almost 30 minutes to take this new bus. No improvement to the current route 14. New route must go a little to the south. I need to take two buses to get to the c-train.</p>
<p>Add an additional station at Suncrest Way</p>
<p>I think before its extended to Providence or communities further west in the future, it should be modified to serve a bit more stops in Bridlewood particularly in the western half of the community in the near-term where there are more riders in order to help riders adjust and prepare for the future when it is extended further west along 162 Ave and the route is modified again. It would be a nice convenience to have faster service from Bridlewood to Somerset/Bridlewood Station even if its a short-term maybe 5-10 year period</p>
<p>This route is a big improvement but I think it could be better. It reduces the amount of stops it has to stop at in Cranston which was a big problem before. I feel like the 507 doesn't need to run to Bridlewood yet since the 112 still goes to the Red Line. Hopefully in the future this will become a very quick route that connects SHC to Red Line and helps frequency a lot in the South East</p>
<p>Needs large service span (5 am to 1 am) and frequent service (every 15 minutes or better) until 9 pm</p>

Looks like a good far-south crosstown route.
Not enough buses
Ban it
Needs connectivity from bridlewood to South health campus. Many people from bridlewood live there specifically because they work at the hospital and the 14 gave them a single bus to take there. Lots of nurses, health care support workers etc. Having to transfer when historically there has been a direct bus will add to our already long days.
will it be at the same frequency and service as the 14? a brt would be cool if this is what this is supposed to be.
Even better than the current 14 because it skips Somerset, so hopefully it will be quicker.
I rarely use this route unless the weather is bad and I can't walk.
Not in my area
Wondering why this route is being numbered in the 500s? Should this route be either Route 305 or 308
I live in north east and i work in somerset i have to have train than another train then its very frustrating
It would be extremely useful to only need to take a single route to get from Bridlewood to Seton.
Somerset, Shaughnessy, Bridlewood, Evergreen
Trying to understand why the transit planners picked number 507 for this future BRT/MAX route. Should it be numbered in the 300s like the other BRT/MAX routes and be numbered either 305 or 308?
The route doesn't actually enter the Somerset community anymore! It doesn't run on Somerset Drive like route 52 today. That's reduced service levels
Long train passed during rush hour, I am late for work no consideration
This route is too far from my home to be useful. It would be great if it passed through Bridlewood at stop 8521. Please don't remove route 14 as I rely on it to get to work.
During rush hour times the 507 will get stuck behind numerous cars along Shawville Blvd SW and could take 10 plus minutes to get into Sundance, which is not beneficial since it is a rapid transit service to the South Health Campus Hospital. Instead it could take a more indirect route during peak rush hours ( Shawville Way SW - 162 Ave)
Definitely needs better service than what it has now. Personally I would like it to keep Cranston in the name but 507 Somerset works.