

The City of Calgary

North Central Transit Service Review

Engagement Report | June 2026

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Introduction

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:

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

The north-central part of the city is currently served by 17 routes that primarily support customers traveling to and from destinations like the North Pointe transit hub and downtown. Service in the area consists of:

- Five Express Routes, which provide limited one-way, peak-only service between a community and the downtown core.
- 10 local routes that travel within each community and to and from specific transit hubs like North Pointe bus terminal, Sage Hill, Lions Park CTrain Station, and 78 Avenue Terminal.
- One route which provides limited-stop service between Calgary International Airport and Downtown.
- MAX Green, which provides all-day enhanced bus service and amenities to important destinations, with limited stops.

To meet RouteAhead direction, these routes were reviewed and changes were proposed to the routes and the overall area network.

Plan modifications

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

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 North-Central 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 10 to 31, 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 19, 2026, 5 p.m. to 8 p.m. at the Huntington Hills Community Association, and
- March 21, 2026, 10 a.m. to 2 p.m. at VIVO.

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 10 to 31, 2026, the Transit Service Review page on Calgary Transit's website received 5,746 views. The North Central TSR page received 1,015 views. In total, there were 594 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"/> 2 - Mt Pleasant/Killarney 17 Ave SW | <input type="checkbox"/> 109 - Harvest Hills Express |
| <input type="checkbox"/> 46 - Beddington | <input type="checkbox"/> 114 - Panorama/Country Hills |
| <input type="checkbox"/> 62 - Hidden Valley Express | <input type="checkbox"/> 116 - Coventry Hills Express |
| <input type="checkbox"/> 64 - MacEwan Express | <input type="checkbox"/> 118 - Hidden Valley |
| <input type="checkbox"/> 86 - Coventry Hills | <input type="checkbox"/> 123 - Sage Hill/North Pointe Terminal |
| <input type="checkbox"/> 88 - Harvest Hills | <input type="checkbox"/> 142 - Panorama Express |
| <input type="checkbox"/> 89 - Lions Park/North Pointe | <input type="checkbox"/> 157 - West Stoney Industrial |

- 421 - Panatella Other

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

- 503 - Symons Valley 86 - Coventry
 2 - Mt Pleasant/Killarney 17 Av SW 89 - Lions Park/North Pointe
 46 - MacEwan 114 - Panorama
 47 - Sandstone 157 - West Stoney Industrial

- i) Does this route, as proposed, meet your transit needs?? <<yes/no>>
ii) Comment

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

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 North-Central 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

Summary of 594 responses for North Central Transit Service Review.

Community of residence

Community	Responses		
MacEwan Glen	114	Arbour Lake	1
Hidden Valley	65	Belmont	1
Sandstone	61	Beltline	1
Beddington Heights	58	Brentwood	1
Coventry Hills	50	Cambrian	1
Panorama Hills	44	Chestermere	1
Harvest Hills	23	Christie Park	1
Sage Hill	19	Collingwood	1
Huntington Hills	16	Cougar Ridge	1
Evanston	14	Greenwood	1
Livingston	11	Hamptons	1
Not Provided	10	Hanson Ranch	1
Thorncliffe	10	Haysboro	1
Carrington	9	Highwood	1
Mount Pleasant	9	Hillhurst	1
Country Hills	8	Marlborough	1
Tuscany	6	Mission	1
Kincora	5	New Brighton	1
North Haven	4	Renfrew	1
Varsity	4	Rockland Park	1
Charleswood	3	Rocky Ridge	1
Northwest Calgary	3	Saddletown	1
Royal Oak	3	Scenic Acres	1
Ambleton	2	Sherwood	1
Bridgeland	2	Signal Hill	1
Cityscape	2	Silver Springs	1
Edgemont	2	Sunalta	1
Nolan Hill	2	Taradale	1
North Central Calgary	2	Tuxedo	1
Ranchlands	2	Tuxedo Park	1
		Valley Ridge	1

Purposes of transit use

Work	59%
Social and visiting	20%
Shopping	20%
Post secondary school	9%
Medical or dental appointments	28%
Attending special events (Flames games, concerts, etc.)	19%
School (K-12)	10%
Other purpose	6%

Does this network (as proposed) meet your needs?

Yes	130 (27%)
No	345 (73%)

Summary of comments received

- Opposition to removing express routes / preference to keep Route 62/64/109/116/142 (direct to downtown).
- Increased travel time, added transfers, and missed-connection risk.
- Coverage and access concerns (stops too far, areas no longer served; winter mobility/safety and accessibility).
- Overcrowding/capacity concerns (MAX Green and other trunk routes; ability to board).
- Need more frequency and longer span of service (evenings/weekends/early starts; better off-peak).
- Requests for specific route tweaks (add/retain stops, extend routes to communities/destinations, adjust routing patterns).
- Need better cross-town connectivity and better connections to CTrain stations/university/other key destinations.
- Service reliability and communication issues (late/ghost buses; unclear information; schedule/real-time accuracy).

- Support for new/changed service (e.g., new 503 rapid/express, improved connections, filling network gaps).

Route 2 survey findings

Summary of 53 responses for Route 2.

Community of residence of respondents

Community	Responses		
Huntington Hills	13	Harvest Hills	1
Mount Pleasant	9	Haysboro	1
Thorncliffe	6	Hidden Valley	1
Beddington Heights	5	Highwood	1
Charleswood	2	Marlborough	1
Coventry Hills	2	North Haven	1
Tuxedo Park	2	Royal Oak	1
Beltline	1	Sage Hill	1
Brentwood	1	Sandstone	1
Edgemont	1	Signal Hill	1
		Tuscany	1

Purposes of transit use

Work	53%
Social and visiting	43%
Shopping	45%
Post secondary school	2%
Medical or dental appointments	40%
Attending special events (Flames games, concerts, etc)	34%
School (K-12)	6%
Other purpose	15%

Does this route (as proposed) meet your needs?

Yes	37 (76%)
No	12 (24%)

Summary of comments received

Routing directness and travel time to key destinations: Requests for a more direct path (especially via 4 St).

“I like it. Going straight up 4th st without the detour gets me straight to the grocery store.”

Service coverage and stop access: Concerns about losing coverage or needing longer walks (e.g., Hunterhorn/Huntington Hills/Beddington areas), plus requests to keep or add stops/segments to better serve nearby residents and destinations.

“Currently meets my needs but if the proposed changes are implemented, I will now have to take two buses to get to downtown instead of only having to take one or walk 30 minutes to get on the bus.”

“The suggested alternatives involve a 20-minute walk to the nearest stop or results a commute that doubles in time.”

Improve service levels to provide more frequent service.

“If you're changing anything, it better be to add more busses and have transit running later!”

“Runs fairly frequently, but is often full.”

What we did:

- No change made to plan

Key factors for decision-making:

- Provide a direct connection between 78 Av N Terminal and John G. Diefenbaker High School to allow for convenient transfers
- Provide a direct connection on 4 St NW between 78 AV N Terminal and downtown to complement the service on Centre St.
- Optimize service levels on community and crosstown routes to better match travel demand

Route 46 survey findings

Summary of 219 responses for Route 46.

Community of residence of respondents

Community	Responses		
MacEwan Glen	82	Royal Oak	2
Sandstone	44	Thorncliffe	2
Beddington Heights	42	Brentwood	1
Hidden Valley	23	Edgemont	1
Sage Hill	6	Evanston	1
Not Provided	2	Harvest Hills	1
Coventry Hills	2	North Central Calgary	1
Huntington Hills	2	Panorama Hills	1
MacEwan Park	2	Sunalta	1
Nolan Hill	2	Tuscany	1

Purposes of transit use

Work	72%
Social and visiting	13%
Shopping	14%
Post secondary school	8%
Medical or dental appointments	42%
Attending special events (Flames games, concerts, etc)	18%
School (K-12)	5%
Other purpose	3%

Does this route (as proposed) meet your needs?

Yes	32 (15%)
No	175 (85%)

Summary of comments received

Loss of direct downtown service / added transfers (with express route removal): Respondents repeatedly said the proposed routing would force a transfer (often to MAX Green/Route 503) and make commuting to the downtown core longer and less convenient.

“Route 46 doesn't go downtown like the 64 did. Without express buses, I have to transfer just to get downtown which is really inconvenient.”

“Would prefer a direct route from Hidden Valley to downtown in am and pm”

“Replacing express route 64 and 62 will create hardship for commuters working downtown, increasing travel time and creating more congestion on alternate routes. This will definitely force riders to choose alternate options including driving, thereby causing more issues during rush hour traffic.”

Add a connection to Sandstone Terminal (to connect to Route 503): Many requested routing the bus through Sandstone Terminal to shorten downtown trips.

“It would be a huge help if the 46 could swing through Sandstone Terminal. Having to go all the way down to Centre Street to catch the 503 downtown really adds to the commute. Just a thought, but connecting the 46 to Sandstone Terminal would make getting to the 503 so much faster. It's a simple change that would save a lot of people time every day. Kind of frustrating having to backtrack to Centre Street. If the 46 stopped at Sandstone, I could hop right on the 503 and get downtown way quicker.”

Travel time and route directness: Comments described the route as meandering or inefficient and raised concerns about stop spacing and overall trip time.

“This route tries to serve far too many purposes in a single route. It does not provide a transfer point to Sandstone Terminal, requiring a significant walk to get there. It also does not easily transfer to 78th Avenue Terminal, requiring travel in the opposite direction both going to and from MacEwan. There is also the odd spur in east Beddington that makes this route incredibly circuitous and inefficient overall.”

“What is this route? Why does it go in so many circles and doesn't even connect MacEwan to Sandstone. This route will take forever to get nowhere.”

Frequency, reliability, capacity and crowding concerns: Respondents asked how often the route would run and noted that low frequency or unreliable service makes transfers difficult and commutes longer.

“Please consider having it a little more frequently. Small shuttle busses would do for when it's not busy.”

“I worry about capacity issues which may discourage ridership.”

Stop access and neighbourhood coverage gaps: Several noted longer walks to stops, limited coverage within communities (e.g., only part of Hidden Valley/Sage Hill), or requested adjustments to cover key roads/areas.

“Only hits the lower half of Hidden Valley adding a 10-15 min walk to my commute to access the bus.”

“Taking this bus would cause me to walk an extra 10min each trip every day and increase my commute from a 1/2 hour to easily over an hour.”

What we did:

- Revised Route 46 to connect to Sandstone Terminal and serve the north side of Beddington

Key factors for decision-making:

- Providing a quicker connection to the new Route 503 at Sandstone Terminal
- Connecting to the major transit hub at 78 Av N
- Align route design with RouteAhead principles by reducing duplication and providing more direct service to key destinations.
- Connecting the catchment area of John G. Diefenbaker high school with transit service
- Providing efficient two-way, all day transit service

Route 47 survey findings

Summary of 168 responses for Route 47.

Community of residence

Community	Responses		
MacEwan Glen	49	Royal Oak	2
Sandstone	42	Ambleton	1
Beddington Heights	39	Brentwood	1
Hidden Valley	13	Edgemont	1
Sage Hill	6	Evanston	1
Not Provided	2	Hanson Ranch	1
Coventry Hills	2	Macewan Park	1
Nolan Hill	2	Sandstone Valley	1
Panorama Hills	2	Thorncliffe	1
		Tuscany	1

Purposes of transit use

Work	71%
Social and visiting	13%
Shopping	13%
Post secondary school	6%
Medical or dental appointments	48%
Attending special events (Flames games, concerts, etc)	17%
School (K-12)	5%
Other purpose	4%

Does this route (as proposed) meet your needs?

Yes	23 (14%)
No	136 (86%)

Summary of comments received

Loss of a direct downtown trip / increased transfers, reduced convenience and increased walking distance.

“Since the express routes were cut, the 47 doesn't get me downtown directly. I need to switch buses which makes commuting much worse.”

“Route 47 doesn't go downtown like the 64 did. Without express buses, I have to transfer to another bus just to get downtown.”

“It's so frustrating that the 47 doesn't go downtown. I used to just hop on the old 64 and be done with it, now I have to waste time transferring because the expresses are gone. Honestly, I'm just tired of it. The 47 change means an extra bus and more waiting just to get downtown, and it adds so much time to my commute. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing from the 64 means I'm forced to transfer, which is less direct and takes longer.”

Desire for different routing/coverage (serve additional roads/areas such as Symons Valley Rd, Sage Meadows, deeper MacEwan/Hidden Valley, North Pointe).

“Needs to go to North Pointe with no transfers required. No one needs to go to Sandstone. It's a dead area.”

“The 47 Should route through Simons Valley RD and serve the Sage Meadows area and potentially in the future connect to the new area of Ambleridge.”

Support for improved local connectivity (connections to terminals, shopping areas, MAX Green; faster access to 78 Ave/Sandstone/Sage Hill).

“Faster and quicker to and from Sage Hill to 78Ave terminal”

“I like that it will go to both Creekside and Sage Hill shopping areas.”

“I am in favour of the new 47 route. As I've said earlier I like how it splits up the existing 46 and serves new areas. I like the connection between sage hill and 78 Ave, it's efficient and can ease the stress on other routes in the area. “

What we did:

- Revised Route 47 to cover the south and east side of Beddington and Huntington Hills

Key factors for decision-making:

- Providing connections to the new Route 503 along Beddington Tr and Sandstone Terminal
- Connecting to the major transit hub at 78 Av N
- Align route design with RouteAhead principles by reducing duplication and providing more direct service to key destinations.
- Connecting the catchment area of John G. Diefenbaker high school with transit service
- Providing efficient two-way, all day transit service

Route 86 survey findings

Summary of 66 responses for Route 86.

Community of residence of respondents:

Community	Responses
Coventry Hills	42
Harvest Hills	12
Country Hills	4
Hidden Valley	1
Kincora	1
MacEwan Glen	1
Panorama Hills	1
Sage Hill	1
Sandstone	1
Thorncliffe	1
Tuscany	1

Purposes of transit use

Work	59%
Social and visiting	26%
Shopping	26%
Post secondary school	14%
Medical or dental appointments	21%
Attending special events (Flames games, concerts, etc)	23%
School (K-12)	12%
Other purpose	9%

Does this route (as proposed) meet your needs?

Yes	27 (44%)
No	34 (56%)

Summary of comments received

Improve service levels on weekdays and weekends including service span, frequency and more buses to address crowding.

“With the elimination of the 116, there needs to be more early morning bus frequency for the new 86 to connect to the north pointe max green for downtown service. I also assume the new 86 is a 2 way route between terminals.”

“It doesn't have the right frequency during rush hour. I use this to catch MG from North Pointe but 30 minutes frequency in the evening and the same in the morning doesn't serve the purpose. In 30 minutes I can walk from my home in Coventry Circle to North Pointe.”

Loss of direct/express downtown service and reliance on transfers (e.g., Route 116 removal; connection to MAX Green).

“With the elimination of the 116, there needs to be more early morning bus frequency for the new 86 to connect to the north pointe max green for downtown service. I also assume the new 86 is a 2 way route between terminals.”

“If this bus is to be used alongside the Max Green to replace the 116 Express routes, the 86 only circles Coventry in one direction, meaning you could have a lengthy ride in either way depending on where your home is.”

“So you are discontinuing the express route 116 which is packed every time I use it, and going to make everyone get on the 86 to go wait for a Max Green bus?”

Route coverage concerns (misses parts of communities; stops too far; added walking, winter access) (8 comments).

“It doesn't go to the stop near my house that the 88 reaches. I also have concerns about merging and crowding nearly everyone who's going north onto one bus when now we have multiple buses for specific areas”

“The new 86 will miss half of harvest hills community. It does not meet our community needs because we have to transfer to go downtown.”

Travel time longer / connections don't line up (wait times, missed connections).

“The 116 takes 25 - 40 minutes to get downtown from my stop in Coventry (traffic and weather depending) and the same coming home after work, using the 86 and then the Max Green takes over an hour due to transfer wait times and overcrowding of the Max Green.”

Positive feedback on connectivity/reliability of current or proposed service (6 comments).

“I use this route often and love the new changes. Between this and the 157, my house will now be directly connected to businesses in the district, beddington, and the neighbouring community of harvest hills”

“Really good idea for it go to 78 ave terminal, gives a few more options to get downtown since you will end the 116 express BUT all this is contingent on frequency. If not frequent enough, it sort of renders the whole network useless if you can't get anywhere in a timely manner.”

What we did:

- No change made to planned route
- Additional capacity added on MAX Green

Key factors for decision-making:

- Optimizing the transit network by reducing duplication, eliminating express routes and providing more direct connections to key destinations in the community such as high schools and transit hubs.
- Optimizing resources to provide two-way, all day service levels.

Route 89 survey findings

Summary of 152 responses for Route 89.

Community of residence:

Community	Responses		
MacEwan Glen	67	Cougar Ridge	1
Sandstone	33	Evanston	1
Beddington Heights	24	Greenwood	1
Coventry Hills	4	Harvest Hills	1
Hidden Valley	3	Hillhurst	1
Charleswood	2	Kincora	1
Livingston	2	Northwest Calgary	1
Mount Pleasant	2	Panorama Hills	1
Not Provided	1	Ranchlands	1
Carrington	1	Sage Hill	1
Collingwood	1	Thorncliffe	1
		Tuscany	1

Purposes of transit use

Work	43%
Social and visiting	14%
Shopping	13%
Post secondary school	11%
Medical or dental appointments	23%
Attending special events (Flames games, concerts, etc)	30%
School (K-12)	8%
Other purpose	5%

Does this route (as proposed) meet your needs?

Yes	16 (11%)
No	125 (89%)

Summary of comments received

Route does not serve MacEwan / reduced local coverage (incl. longer walk to stops).

“The new proposed route 89 bypasses MacEwan. I need to get to SAIT and this is the only somewhat direct route to get there. Taking the express buses get me to Centre Street but I am looking at extended ride time as I either go all the way downtown and then train back up or get off at 16th Avenue and find another westbound bus.”

“This route should not be moved to Berkshire Blvd. The reduced travel time is not worth the tradeoff of introducing a transfer at Sandstone Terminal. The communities of Sandstone and MacEwan already lack an all-day connection to the Red Line, and while there is no mention of whether hours will be extended or frequency increased, moving this route out of the community will only worsen the transit situation in the community. Students from multiple schools rely on the 89 as their only connection to a CTrain Station, and introducing a required transfer for this route does not improve it.”

Concerns about longer trips / adding transfers / losing direct or convenient connections (CTrain, downtown, terminals).

“The proposed changes would mean that myself and others in my neighbourhood would have to walk 20-25 minutes to catch this bus. The only alternative would be taking a different bus and transferring, which would double the transit time.”

“This is not a direct route to reach downtown for employment services, as I will have to transfer onto the CTrain at the Lions Park station. This is a longer and less efficient transit service route.”

Need all-day service / longer service span (not just peak hours; later evenings/weekends).

“I think it should be run all day, instead of only at rush hour.”

“I think this bus should be every hour. It takes me from my work to my house otherwise I go walk to catch the 301. This bus is definitely needed more often.”

What we did:

- Revised Route 89 to travel along Country Hills Bv and 14 St NW to connect to communities of MacEwan and Sandstone
- Added mid-day service

Key factors for decision-making:

- Maintaining a route connection to Red Line and SAIT from the communities of MacEwan and Sandstone
- Align route design with RouteAhead principles by reducing duplication and providing more direct service to key destinations.

Route 114 survey findings

Summary of 36 responses for Route 114.

Community of residence of respondents

Community	Responses
Panorama Hills	21
Country Hills	5
Coventry Hills	2
Hanson Ranch	1
Hidden Valley	1
Huntington Hills	1
MacEwan Glen	1
North Central Calgary	1
Royal Oak	1
Thorncliffe	1
Tuscany	1

Purposes of transit use

Work	53%
Social and visiting	50%
Shopping	50%
Post secondary school	17%
Medical or dental appointments	36%
Attending special events (Flames games, concerts, etc)	33%
School (K-12)	14%
Other purpose	22%

Does this route (as proposed) meet your needs?

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

Summary of comments received

Increase frequency / add more buses to address overcrowding; improve schedule adherence and reliability.

“If we want to expand the 114 to all of Panorama, which I think is great, it needs to have many more buses, greater frequency, and especially have it made to actually show up when it is scheduled to show up. It would be far better to expand the operating hours of the 142 instead, which is a much faster and more reliable line.”

Concern about route coverage and stop accessibility (extend further, reduce long walks; winter mobility and accessibility impacts).

“The recent route change proposal has eliminated convenient bus access for residents between Country Hills Drive NW and Harvest Hills Blvd N.”

Maintain/restore direct or express service to reduce transfers (downtown/MAX Green); concern about connection reliability.

“Taking away the express routes downtown will just completely clog the Max Green. It already fills up at the terminal and stops past the best few stops. We need MORE express buses, not more local routes. The current local routes work just fine.”

“The new proposed route will add significant travel time to meet my work schedule. Travelling from Panorama Hills Drive to the Downtown core will involve a transfer. This route currently runs every 30 minutes now, so with the new route will there be more frequent times? I need to be DT to start work at 7 am, will this bus have early routes that connect at either North Point or 78 Avenue at 6am? Having to transfer could mean delays if the routes do not connect. Will Max Green run more frequent at North Point without sitting at stops, supposed to be BRT.”

What we did

- No change made to planned routing
- Added capacity on MAX Green

Key factors for decision-making

- Optimizing the transit network by reducing duplication, eliminating express routes and providing more direct connections to key destinations in the community such as high schools and transit hubs.
- Optimizing resources to provide two-way, all day service levels.

Route 157 survey findings

Summary of 15 responses for Route 157

Community of residence of respondents:

Community	Responses
Coventry Hills	4
Panorama Hills	2
Brentwood	1
Carrington	1
Hidden Valley	1
MacEwan Glen	1
Marlborough	1
Saddle Ridge	1
Sage Hill	1
Thorncliffe	1
Tuscany	1

Purposes of transit use

Work	60%
Social and visiting	47%
Shopping	53%
Post secondary school	7%
Medical or dental appointments	33%
Attending special events (Flames games, concerts, etc)	20%
School (K-12)	14%
Other purpose	20%

Does this route (as proposed) meet your needs?

Yes	8 (62%)
No	5 (38%)

Summary of comments received

Improve service levels, reliability and schedule adherence.

“If you're changing anything, it better be to add more buses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.”

Positive feedback on new routing and connections.

“Being able to directly access the 157 to Saddletowne significantly reduces my commuting time for work and personal needs”

What we did:

- No change made to plan

Key factors for decision-making:

- Optimizing the transit network by reducing duplication, eliminating express routes and providing more direct connections to key destinations in the community such as high schools and transit hubs.
- Optimizing resources to provide two-way, all day service levels.

Route 503 survey findings

Summary of 89 responses for Route 503

Community of residence

Community	Responses		
Hidden Valley	22	Livingston	2
MacEwan Glen	12	Nolan Hill	2
Sage Hill	11	Royal Oak	2
Sandstone	5	Ambleton	1
Coventry Hills	3	Belmont	1
Evanston	3	Brentwood	1
Kincora	3	Greenwood	1
Panorama Hills	3	Hanson Ranch	1
Thorncliffe	3	New Brighton	1
Not Provided	2	Ranchlands	1
Beddington Heights	2	Sandstone Valley	1
Charleswood	2	Sherwood	1
Harvest Hills	2	Tuscany	1

Purposes of transit use

Work	64%
Social and visiting	37%
Shopping	34%
Post secondary school	12%
Medical or dental appointments	12%
Attending special events (Flames games, concerts, etc)	28%
School (K-12)	11%
Other purpose	8%

Does this route (as proposed) meet your needs?

Yes	45 (53%)
No	40 (47%)

Summary of comments received

Support for the new rapid/limited-stop connection (direct NW–downtown link; better access to shopping/cultural hubs).

“I strongly support a direct express route from the Sage Hill transit hub to downtown. If you time this route with all other routes (MG and 500) along Centre St N, it would also benefit the frequency of this busy transit way. No other existing 100-series rush-hour routes should enter downtown to improve efficiency. Also, 503’s speed to downtown needs to be faster or at least comparable to Route 82 via Brentwood. Otherwise, it would not benefit Sage Hill as much.”

“Route 503 is WAY overdue for the Simons Valley Area, the MG is very full and is just standing room the majority of the time. The Communities of Ambleridge, Ambleton & Starling are assigned to Crescent Heights High School and many kids have to face a 1h30min”“I like this new route. It will allow me to take transit to both Creekside and Sage Hill shopping areas if I'd like.”

Route does not serve parts of the community / stops too far (added walking; winter and mobility/accessibility concerns).

“The walk from within the community is too far given the need and current ridership of the 62. I have mobility issues and waking this distance to get a bus stop is a concern. Forcing several communities to compete for 1-3 bus routes will create an issue with buses too full to be able to ride”

“The stop is too far from my house. I can't imagine walking at minus-15 or minus-25 15 minutes to the bus stop”

*“This route does not run on the north part of hidden valley. Would have to be a very long walk from the current bus that runs through the main road.”
Loss of direct/express service and added transfers (incl. impact of Route 62 cancellation; connection timing risk) (9 comments).*

“62 is a direct route and it help saves me time. it makes my daily commute downtown way better. having to transfer will add a significant amount of time.”

“It is a good route to go downtown but it doesn’t go within the hidden valley community. We need a route that does not require transfers!!”

“Taking this bus would cause me to walk 15 min every day and increase my commute from a 1/2 hour to easily over an hour. This is unacceptable.”

Need higher frequency and longer service span (peak frequency, later evenings/after midnight, all-day service).

“Ensure route has high frequency, long service span, and smooth connections to ensure fast travel times”

“I like the direct routing from the NW part of the city to Downtown. Hopefully the service is frequent to alleviate some of the ridership off MAX Green.”

What we did:

- No change made to plan

Key factors for decision-making:

- Building out the Primary Transit Network on Beddington Tr and Centre St N by providing a fast, frequent, and all-day service for transit users between Sage Hill Transit Hub and Downtown.
- Maximizing the MAX Green infrastructure investments on Centre St N.

Appendix 1: Verbatim comments

Proposed area network

All good
Create a bus route that goes toward ascension school on harvest hills drive. Please do not change the current route 88
i know people including me we take 3 buses just to get to our school but it's only a 7 min drive it's turns into an hour and i hunk we need a better transit for us
N/A
More frequent 115 please I beg
What about route 115 ?
Some times the bus come early then expect. Would like them to come on time. Also they leave early at the bus terminal causing me to wait for the next bus .
Coverage is good and new routes fill in a lot of missing connections. A route running from Crowfoot to Nose Hill to Country Hills Blvd to North Pointe to Saddletowne would also provide a lot of east west connectivity on this area, and allow connections to communities like Hamptons and Citadel for people who work/shop in those areas.
I like it, I am ok with the express routes & high school routes being removed because the resources are better used on all day/two way routes
The proposed overall area network needs some improvement before it can adequately address the transit needs of North Central Calgary. Some of the routes feel like they're trying to serve too many areas, causing circuitous and ineffective routing. Relying on a hub-and-spoke system requiring transfers in an area without an LRT line does not work when Calgary's harsh climate causes unpredictable delays for buses. Furthermore, serving each community area with only a single route also creates a single bottleneck point that may not time well with connections. The current proposed network does not feel like a suitable replacement for the express routes that previously served this area. Overall travel time has still increased, choice of routes has decreased, and connections to the primary transit network have not improved. One key aspect missing from this network are enough connections to C-Train stations. Sandstone and MacEwan already lacked a permanent connection to a C-Train station, and this network only makes that situation worse. Connecting to the C-Train is important for K-12 students, as well as students of UofC and SAIT. However, improving connections at the currently underutilized Sandstone Terminal is a step in the right direction. Keeping aspects of the existing system, such as keeping route 118, could help reduce the single route bottlenecks in the system. Finally, splitting up some of routes or realigning them could help improve the areas they aim to serve.
I am not confident that these changes (especially removing the express routes) will improve service. As of now, these express busses alleviate a lot of pressure on the Max Green during rush hour; is the plan to increase service on the Max Green to make up for the loss of service from the express busses? Apologies if I am reading the maps wrong, but not totally sure what is happening to the current 46; will Beddington still have in community service from one of these routes?

<p>Only one area in particular is relevant to me, and as I previously mentioned the new proposed route for the 86 doesn't cover the stop near my house that the 88 stops at. I also don't think it's a good idea to shove people that usually take multiple different routes onto one bus the crowding would be unbearable</p>
<p>Im happy to see more direct connections from Hidden Valley to Centre Street, Beddington, and the MAX Green. I appreciate the reinforced connections up to Sage Hill. I welcome the new connection up to Creekside and Kincora.</p>
<p>More routes from Bridgeland to other essential regions in Calgary (Inglewood, Ramsey, etc). Fewer busses in the suburbs. Thx</p>
<p>Please integrate Evanston into these routes as Sage Hill already has many routes but Evanston only gets the 115 and 124 bus currently. But these new routes are great for more direct access to Huntington Hills and the Max green</p>
<p>Getting rid of the overly long 123 is exciting! I wonder how having to make multiple connections to go from Kincora to North Pointe impacts travel times between them.</p>
<p>We simply need more buses as they are too full</p>
<p>Needs a reliable connection between sandstone and Brentwood</p>
<p>The fact that transit is focusing on expanding in areas such as Sage Hill and the Symons Valley area while ignoring the communities of Carrington and Livingston is truly disappointing. Not only is proper bus service lacking in these two nearly developed communities, but the fact that the 137 only serves half of Livingston is terrible. The service on it isn't even that great with the last bus leaving North Pointe at 9pm. That's way too early compared to other routes such as the 124 and 123 which have service till midnight. I believe that the proposed overall area network needs to add a new route for the communities of Carrington and Livingston as the service from the 137 and On Demand is not nearly enough for all the development recently.</p>
<p>The changes are great but none of this matters if I have to wait 40 minutes for a connecting bus</p>
<p>Seems like a shift away from coverage and hopefully toward frequencies. All day service of the 89 would be fantastic!</p>
<p>I've found the Harveshills bus #88 run to slow. never come on time. the Max Green is the better choice. But at times it speeds down country hills Blvd when leaving Northpoint terminal missing my stop or will pass by it then see someone standing there then stops past the stop. this has happened way too many time since I've moved to Harveshillsl 3 yrs ago. I've complained but nothing has been done. Going Home bus drivers who are tiered will pass my bus stop, I've rang the bell way before my stop But at night it's not light up and the stops on both side of the road are a bit dark, so I when I'm on the bus i just want to the front door to make sure the driver see me, then realize i want to get off next stop if i don't they will pass my stop by if i want to exit from the back door</p>
<p>The proposal completely ignores the fact that this area is missing key connections to ctrain stations on the red line. Despite what Calgary Transit wants us to think, the MAX Green is not and will never be a ctrain line. The 89 is ruined by moving it out of the communities, and the other lines only give us a single route to take?? What happens in the winter when a bus is stuck or really delayed. This is not a fair replacement for cancelling the 64 on us at all.</p>
<p>The overall NW central area does meet my needs, but specifically the 89 realignment would be particularly devastating to mine and other's commutes</p>
<p>North Central of Calgary looks great & I just like the new buses & shorter walking paths.</p>

I would just like if they kept 421 and 123 the same because it would affect a lot of students and adults that take it everyday.
This actually looks like it will create larger strain on an already severely overburdened network. No mention of increased frequency or capacity, just showing us cut routes/merged routes. Absolutely brutal.
Please have Bus route 20 go directly to the Foothills Hospital grounds
Increase frequency of the 142 instead of getting rid of it. We have an expanded transit budget, so there should be no reason to cut any lines at all.
Please extend as previously stated.
Getting from Coventry Hills to any other part of the city (other than downtown) involves multiple busses with long waits between.
This route should not use a large bus except during high peak times
The addition of the rapid express bus on harvest hills Blvd. has created major traffic backups. The bus stays in the lane of traffic there is no additional lane for the bus to stop in. Other than the fancy bus shelters for the rapid bus there were no improvements made to harvest hills Blvd. My understanding was that it would be structured line the rapid line on 17 Ave and there is room for that here as the LRT was suppose to travel on this road. There has been no improvements made to transit for the northern hills community only caused more congestion on harvest hills Blvd. during rush hour traffic.. Poor planning and the cost was a waste of money. The only thing that was done was 2 new bus shelters and a tiny dedicated lane for the bus to cross country hills Blvd.
Don't like the proposed changes to route 114 because if 421 goes. Then there's no connection to North Trail High School directly and 114 would make the trip longer.
No cross town options along Country Hill Blvd or Stony Trail. It currently takes 1.5 hour to get from Panorama to Citadel via the 8, 201 & 138. By comparison driving is 15 minutes and walking is 2 hours. Transit should not talk close to the same time as walking for that distance.
DO NOT GET RID OF THE 62. THE TRAIN STATION IS GOING TO TAKE DECADES TO BE FINISHED.
Pretty solid network.
I like the new changes up in the North and North Central area and I really hope it's gonna be a better tree are service for those areas and the people that rely on transit like I do. I hope that this area will become as serviced as it needs to like it still is now because the old current routes kind of suck to be honest and we really need to fix that so I hope this change will happen so it will help me get around more better and more faster
Its good but you are removing service in to many areas. Sage hills shoould have two routes for it and nolan hill another route. Maybe have the 129 (i know its not part of this survey), do the 46 (former 123) loop counter-clockwise. or have the 47 then
North Central Calgary really needs the Green Line, first and foremost. I have lived in Hidden Valley since 2005, when I started kindergarten. I remember hearing about the Green Line coming soon back then, and even then I felt like it was needed. It has become more and more necessary with every passing year, and today the population has grown significantly to the point where the entire Green Line should be submitted to the Major Projects Office. This city will not be able to handle the big city traffic with only two transit lines. But with regards to the proposed overall area network, I have a few thoughts. One is that it takes away express route coverage from some areas of some neighbourhoods - like mine in Hidden Valley, and many areas of Harvest Hills, Panorama Hills, MacEwan, and Sandstone. Unless neighbourhood buses (like the 118) run far more

frequently, these areas will be effectively cut out of the new proposed overall area network. Another is that it does appear to connectivity between Panorama Hills, Country Hills, Coventry Hills, and Harvest Hills. While this is probably good for those who live along the proposed routes, it still does so at the expense of those who do not. I also think that the 503 would be much more efficient if it skipped Sandstone and instead continued on Beddington Trail before taking the exit to go onto Centre Street. It would lose the ability to transfer at Sandstone, but the 3 and the 47 are already slated to stop at the 78th Avenue terminal. That does remove the possibility of someone going from the 89 to the 503, but if they're coming from North Pointe or the area, they could either use the 114 or simply take the MAX GREEN to the 78th Avenue terminal.

Please see my earlier comments.

I listed previously how vehemently I disagree with the proposed change. The current 86 routes provides my needs. If these routes were to be replaced by the new route, it will eliminate my transit accessibility, as the proposed bus route will not stop by where I live along Coventry Hills Blvd.

The green line is going to take nearly 20 years to have fully in service. Why are we evaluating removing these services so early. Keep the 62 and 64 until 2035 at least

I think the bus network is fine in light of a lack of a long term vision for the north central portion of the green line LRT. Hopefully the 503 and other bus routes on Centre Street get priority signals and lanes to reduce travel times to the downtown core. It also depends on frequency as well. That said I am unsure if there will be enough funding to result in the desired benefits.

The proposed overall area network bypasses the neighborhood and instead focuses on going around it. This is true particularly for the new 86 route which no longer will provide service within the neighborhoods of Country Hills Village, which will be a major impact for families living in this townhome community consisting of lower income households who depend extensively on the transit network. The proposed area network is ridiculous as it bypasses the needs of many within these households. It will disproportionately affect those who cannot afford cars and personal vehicular transport. I'm a little appalled with the proposed network given that the transit authority must know the larger population of students and elderly who reside and depend on the transit service within this community.

Possibility of Routing the 47 to go around the east side of sage hill along Simons Valley Road to serve Sage Hill Meadows. Not very pleased with the idea of removing the 123 from Panorama to Sage Hill. Also need more routes from the Far North Central Area Ambleton/Carrington/Livingston to the University.

I am appalled by the proposed changes to Route 86. The proposed route will eliminate the bus stop I am currently using along Coventry Hills Blvd, and will reduce my accessibility dramatically. The 86 is routinely used by many people, particularly children and the elderly, who are more reliant on using public transit vs being able to drive their own cars. I am upset beyond words with the proposed changes. If the city has enough money to provide a free fare zone in downtown (while increasing transit cost to everyone else), they have enough money to expand bus services in communities, not reduce them.

The proposed network revokes the quick access between North Trail HS and Hidden Valley, Route 123 is used by many to get between NTHS and Hidden Valley. The 8 is abundantly overcrowded and doesn't quite bring students close enough to the school, whereas the 123 made it so much easier than walking towards North Pointe for the 8, Transferring to the 421/115/124/137 always takes longer than walking usually.

Routes are Needed in Carrington/Livingston to connect to UofC Development is already touching the 160th Ave Alignment and On Demand is often full. The 124 & 115 are always a few minutes behind schedule, it will only get even more strained and with full buses as the area continues to develop. However I fully support the Simons Valley 503 Express, It definitely will help ease some pressure off of the 301/MG which coming out of

<p>downtown is always full. The 82 Needs to connect further into UofC Campus and potentially Foothills. And in the future a route similar to the 8 to connect Communities North of Stoney to UofC.</p>
<p>Keep the 116 express bus. Is a full 2 bus in the morning. Is the highest ridership bus in all of calgary and gets me directly from home to work in almost an hour. This new propose 86 transducer to 116 will increase our commute now and people would rather drive. Transit will loose all the ridership for the express bus</p>
<p>We need more express busses running downtown in the mornings and in the evenings. Taking away the express routes will make the Max Green fill up to the point where it will skip stops and force people to either get on at the terminal when they didnt have to waste that time in their commute before.</p>
<p>It's not even traversing through Hidden Valley. If you expect me to drive and park at a station shown on its route map, I might as well just drive to work. Is this a joke? You all increase service rates but kill off routes or find ways to "make them more efficient." This is garbage.</p>
<p>115 and 124 could change so that one route goes through north evanston in both directions, and the other goes through south evanston in both directions. If possible, 124 could go deeper into livingston to serve those communities better, and could connect to the sage hill terminal.</p>
<p>More frequency, ease of access throughout the city</p>
<p>Only one route goes directly downtown. Only one stop available in Hidden Valley to catch this which makes it difficult for people in other areas of hidden valley to get to it, especially if they have limited mobility. If the bus is from Sagehill, will there be room to fit everyone? Standing room only in the morning and after work is not ideal. The 62 serves many different communities. The other proposed routes only go to 78 Ave terminal and goes through many of the residential routes of different communities rather than the main roads. What happens on snowy days where busses get stuck or there are detours. The travel time is already going to be increased from the new route but add on weather delays, that makes it even more challenging. On busier days, people are cramming into the busses ir have to wait for another one to try to get onto that. Please keep the 62.</p>
<p>Eliminating the express routes is not going to benefit anyone in the communities for which the routes are being cancelled. Yes, route 62 might not be completely full in the mornings but that is no reason to completely cancel it. Remove one of the morning times and adjust the remaining 2 times. The 62 north routes at the end of the day is always standing room only, even after 78 ave terminal drop off, there are still people standing going into Hidden Valley. Not sure how this qualifies as low ridership. I've reviewed the 3 new proposed options and none of them are suitable for me. They seem to miss most of the community. When are these routes being cancelled? Will there be more Max Green buses added? Max Green is also full when it gets to my stop downtown at the end of the day. Most of them don't even stop because they are full. Please reconsider cancelling these express routes.</p>
<p>The changes complicate my transit ride for work.</p>
<p>Extremely disappointed to see the bulk of Hidden Valley no longer served. These new routes dip into some areas but are very far from where many people actually live. And the 8 route has significantly deteriorated in the last few years. We are now a drive through to other neighbourhoods it seems. And most of these route towards Centre Street when so many people need to go to the University, hospital, nw high schools and connections to Ctrain. Very disappointing for Hidden Valley to lose the 62 AND get no commitment to better service on the 8. The number of times the bus has sailed right on by my kids without stopping because it's full is ridiculous. Doesn't seem that Calgary Transit is aware of school schedules and plan routes accordingly. That would be more helpful for Hidden Valley than more routes that go somewhere to the north suburbs or down to Centre St.</p>

If the new 47 does go directly downtown, than that's a bonus but I don't really understand when you say 'Connections to downtown are available at Sage Hill'
Love that it's direct to downtown!
Seems to miss many areas and make many people add hours onto their daily commutes.
I travel using route 62 and am very disheartened to hear that service may end. I truly hope this decision can be reversed.
Do you guys understand that it takes close to 90-120 minutes to get to the university from MacEwan? There is no easy way to get there from here, we do not have a ctrain or a Max line. Why would I take transit if I can drive to the university in 20 minutes? Why would I take transit to downtown if it takes 90 minutes? With the chance of not making a connection. The 62 and 64 express bus are exactly what I need to get to work in the morning and afternoon. Most offices downtown have gone back to 4 or 5 days in the office. You are going to lose ridership and increase traffic on the roads because I will drive downtown in 20-30 minutes
Getting rid of the express routes, the 116 in particular, is a huge mistake. You used absolute ridership numbers in your analysis, which is fundamentally flawed because the bus only runs 4 times in the morning and afternoon (cut during covid and never reinstated). You need to look at utilization rates and you'll see the 116 stacks up against other rates. Do you plan on running many more Max Green buses? These are already full during rush hour, where are the people from the express buses supposed to go? This is a service cut, plain and simple. The LRT is never getting this far north any time soon, why the need to punish the north??
You cant chang/cancell route 62/and 64 because in this situation many people who is using bus for work (Downtown) will have challenge. You must making clear research not briefly making non logical decision. Buses in a morning are full and many peoples using current routes to get Downtown in a morning (high demand) City transit must be worry about residents!
116 is a good option (provided improvements are made - like increasing frequency, less stops after it gets on Centre St) but I was told by the councilor's offer that it's being phased out. If that's the case there would be more pressure on MG
See above. Improve Max Green and don't stop 116. If it's impossible to get a seat (or sometimes even stand) on a MG today from North Pointe where the bus starts, with the new proposed 86 route, how can one expect to get a seat (or even stand) if you transfer from 86 to MG at Harvest Hills Blvd, or 78 Av Terminal.
sage hill needs more routes
Can you explain it more clearly?
this slaps so hard thank you service planning
Its okay.
The start time of the bus service should be early, atleast 5:45
It's okay
No comment
to many communities connecting into one bus line. only 3 servicing the downtown area?
The proposed changes will have significant impact and benefit but as I am a shift worker who only uses public transit , walking and biking to get around I am eager to see how this works out in actuality

<p>If the 62 is removed, what is the plan for service when the 8 is already overflowing during rush hour from Brentwood. Tried to take the 8 at Brentwood. It arrived full, 5 got off, about 15 got on, and about 20 had to wait for the next bus. This is not ok.</p>
<p>Access to Center street is impeded due to additional time to navigate through communities. Park and ride at 78th St terminal non existent. Overcrowding on Max Green during peak hours.</p>
<p>I strongly oppose the elimination of the 64 Express route. Taking multiple busses to get downtown for work will add too much time, and if this goes through I will revert to driving to downtown. When I started using the 64 it came very 7 minutes. That was reduced to 10 then 20 minutes. The continued erosion of service will cause more people to stop using Calgary Transit and just drive.</p>
<p>Overall everything is still possible thanks in mainly too the Sage Hill bus terminal which needs to be built up better now to handle the more routes that it will get.</p>
<p>What happens to route 137 to Livingston?</p>
<p>Replacing the express 62 and 64 routes, which I can both access from Hidden Valley Place NW, as well as all existing express routes, is a detriment to bus riders in the Hidden Valley area. The 118 is already very limited and making regular users walk further / take multiple transfers does not make sense in the community as suburban as Hidden Valley is.. this will just drive riders to drive instead, negating the benefit of public transit.</p>
<p>None, I think it's a good idea. Just hope it runs till very late at least of weekdays</p>
<p>If 115 can add one stop in Panatella Mall (I.e. across Stone Trail), that would be perfect. Currely, residents in Panora need to take 421 to North Point then transfer to 115. It is time consuming, not efficient at all.</p>
<p>The Proposed network revokes the easy accessibility between Creekside Shopping Center and Panorama. Using the 115 isn't very reliable as the 115 is prone to delays frequently due to its long routing and High Ridership in Livingston/Carrington. Also for Family Living in Hidden Valley and Panorama it removes one of the ways to get to North Pointe quickly, we often will walk longer distance just to use the current 123 to get to North Pointe in shorter time rather than utilizing the 421, or 8 in Hidden Valley. Love having two routes to North Pointe as opposed to one.</p>
<p>The 123 is utilized by so many kids going to Notre Dame and North Trail, especially in Sage Hill for ND kids. The 115 would be like the only option to get to sage hill and is extremely unreliable and sluggish and shows up late by 15 minutes sometimes. So many kids in Panorama and Hidden valley use the 123 to get to North Trail aswell.</p>
<p>Access to the new 503 route is very limited from evanston, theres only 1 way to transfer to sage hill (Route 115) and walking to the 115 is quite a lengthy walk. It would require transferring from the 503 then 115 to the 124. This doesnt help with the ongoing population being added just North in Ambleridge, Ambleton & starling as the 124 and 115 are always minutes behind and packed. Also what are the impacts onto Centre St N. versus the shaganappi corridor for additional buses and traffic. Would this reduce service to the Red Line from the Symons Valley Cluster of communities (Sage, Nolan, Sherwood, Kincora, Evanston)?.</p>
<p>Sadly, as it's been for at least the last half century, CT is over focused on downtown and the LRT despite the north central corridor having the best bus service anywhere in Calgary, also for the last half century. Still way too much management, not enough frontline services - transit planning being one of the worst offenders! You know some (many?) of your customers and employees will volunteer to do much of the planning work if you eliminated a big chunk of the management - and they'd likely do a better job because they actually use the system....</p>

I would prefer better access to the CTrain I had an appointment in South Calgary hospital and took me 2 hours 1 way
a lot to digest maybe better for me.
The #2 needs to continue to stop along 4st to service the community and businesses in Mount pleasant
I hope the route 2 continues to exist on 4th Street NW. I also use it a lot to go downtown.
All the proposed routes appear to be getting more riders to center street (MG, etc). Centre street is not the only route to Downtown. This is already over congested. In the off chance I've missed the #62, I have had to find a drive to the closest Max stop. The buses are so full that the doors often wont close. Unless the city is planning on adding more Max routes to Center Street, all these additional riders are now forced to get into already overcrowded buses. The #62 has been servicing Hidden Valley for many years. This route is our primary mode of transportation to Downtown - with buses at capacity on a daily basis. The proposed elimination of it will displace hundreds of riders. A bus holds 80+ people. Our #62 is beyond capacity every day - both to and from downtown. This provides security and safety for our community; getting our taxpaying homeowners to work safely every day. The bus stops at all MAX stops along center street that allows connections to other lines. For our constituents that already transfer to another bus from the 62, you're now asking them to make yet another transfer. If you need to reduce the 62 to 2 buses in the AM and 2 in the PM to reduce costs, this would be a much easier pill to swallow for our community members. Have you considered eliminating the #118 route instead of the 62? The 118 services Hidden Valley, however, only stops at the sandstone terminal / rinse repeat. This bus route is severely underutilized - buses are near empty. Why not have our #62 also stop at the sandstone terminal before carrying on its route. There seems some duplication in these two buses that could be analyzed and improved on.
Unless I do not know how to navigate the new propose service but the web sitedoes not provide me the info I need to understand the impact. I bought my house in this neighborhood considering the express bus services to downtown. Service need to improve for inner city home. 30 min. Commute for the price your charge should be the max time not minimum an hour for the main access such as downtown, University, c train access. If you cannot do that STOP expending the city boundary!!!!
Full analysis of ridership needs to be done and frequency of buses needs to be carefully addressed. I understand it is more effective to just look at numbers in a database, however, true ridership experience needs to be done - have someone take these busses, or at least analyze from outside major bus stops south of 64th ave during peak hours to truly understand the current capacity issues before implementing new routes and bus frequencies.
Looks like, obviously will depend on the times but it's going to be great to get to 78 avenue from Coventry
It is a bit better then last year.
More buses on the area= less waiting times
Removing the express busses is decision that will not alleviate traffic congestion and will in fact create more hardship for those riders that rely on them.
I think the revised routes generally look OK. The changes to the 86 route are fine in theory, if frequency is good. I just question, again, the elimination of the 116 given how stuffed the MG and other downtown bound buses already are. What we need is an LRT, but at this point I'll be dead before that happens.
I am taking 64 everyday and you are decreasing the services then cut the line. Do you know how may people are relying on the service? The businesses in downtown forces people to go back to the offices and you are

decreasing and eliminating the services on accessing downtown! This is not logical. Talk to the businesses and see how they want their staff going to work first!
As stated above, the elimination of the express buses #64, #62 and the #89 leaves the community of MacEwan with one way to get out of a neighbourhood, making the morning commute much more difficult. There are numerous buses available from the Centre Street Terminal but it is getting to the terminal that is becoming more difficult. Elimination of extra routes during the morning commute makes this almost insurmountable. In addition, the added passengers at the terminal should these Express buses be eliminated, will only cause more congestion and difficulty in getting to work.
Better frequency during off peak times would help with getting to places on time. It's understandable that transit works off supply and demand, especially when managing cost. But it could encourage even more people to use it if you offer frequent service on off peak times, especially for the BRT routes. One example to look to is the lower mainland of British Columbia where some buses come every two minutes.
142 is the only bus that isn't insanely busy from 630-800 AM in the morning. And it's even worse coming home between 400-500PM. I've tried to take the MG a number of times and it's just insane how busy and rude the passengers are. There needs to be WAY more of these busses running if all these community bus routes are going to be discontinued. Honestly that 142 is slow and very regularly late but the frustration with that is better than having to take the MG bus. If the 142 stops in 2027 I'm just going to end up driving downtown instead and will never take Calgary transit anymore. 142 is very regularly run of passengers too, I was a little surprised to find out that it's on the list to be discontinued.
I don't want 142 removed from service.
It just meets the bare minimum requirements. Less buses doesn't make for a pleasant transit experience. The frequency and on-time rate will have a major impact, no one wants to be sardines on a bus, particularly with this seemingly focused on servicing high school students vs working professionals.
The network needs to focus on the max green and the individuals along the line that are skipped every morning. The express buses and north pointe terminal fills up buses and people along the route are stranded. Some the new routes should just do north pointe to downtown without stopping. So the others can still get on
No significant effect on my use
I need 116 to continue operating, the transfer from 86 to 301 or whatever they are calling it is much too slow. I can't believe it has low rider ship as there is hardly any standing room when it gets to the last stop out of DT and sometimes not everyone can even get on.
It'll improve my access.
I'm very glad to see the 123 being diverted from coming through Hanson Ranch. The previous alignment was not serving the community well. The 123 bus coming through Hanson Ranch was almost always empty, with maybe 4-6 passengers on it. They were often huge articulated buses with 3 or 4 people on it. Hanson Ranch has far too much traffic as it is and should never be used as a transit corridor for a route that the community doesn't use. Buses every 15 minutes in rush hour with almost no one on it! Please DO NOT reverse this much needed reroute avoiding Hanson Ranch!
The routes look long and then a transfer then travel downtown. Have you had to try and get on a full train at rush hour? Or wait for the next one or two on not wait?
The cancelling of the Hidden Valley express route 62 is absolutely horrible. I am a mom of a two year old who works full time and I depend on route 62 to get me to and from work everyday. By cancelling this route my travel time will increase by almost two hours every day which means less time with my family and young child.

<p>Do the leader of our city take into consideration these things when planning? I do not have the luxury of a de one vehicle to drive to a train sit station and park and rely on being able to walk yo the bus and get on as my husband uses the car to take our son to daycare and work. Please do not cancel the Hidden Valley 62 bus.</p>
<p>It will still be difficult to connect to the NE industrial area and to see my friends in other NW suburbs. Many of the people who rely on these routes are elderly and may not speak English, and communication efforts should be in place to reach out to them.</p>
<p>Possibly meets expectations, routes are longer and not as direct so they would take more time away from work, getting there, etc. Transferring can be challenging if you miss connections.</p>
<p>I am concerned about losing the 109. I would have to cross Harvest Hills BLVD to get to the southbound stop, and the pathways on the harvest hills side are often icy and the intersection can be dangerous in the dark - I see a lot of u turns and other maneuvers. It isn't clear where the stops are exactly but it will be important to keep /upgrade the Harvest Oak Gate stop - this is where most harvest hills folks will board/get off the bus and it currently isn't the same as the other BRT stops and the bus sometimes misses it. I think it gets missed because it isn't updated to the current BRT stop configuration and I have had to argue with a bus driver about it before.</p>
<p>Adding more people onto an existing busy bus and adding time onto the ride and I'm sure you will take away or reduce the pick up times. This express bus 64 works leave it alone. If you need to service sage hill then service sage hill.</p>
<p>Can you stop wasting tax dollars on renaming bus routes. First the 301 and now the 300. Renaming the 300 to the 500 achieves absolutely nothing and will only confuse people.</p>
<p>Good to see some of the new NW communities to finally getting a better connection to the transit system.</p>
<p>How will I get downtown from Macewan Park View in a reasonable amount of time with the 64 discontinued? Not sure why you are removing options for Macewan riders.</p>
<p>If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.</p>
<p>Again, it's hard to know if the proposed changes will meet my needs if there is no information available regarding the number and frequency of buses on the revised routes.</p>
<p>The revisions to the north central service look fine. Where transit fails for inner city residents is getting across downtown. Several Tuxedo Park / Mount Pleasant residents work on 17th avenue South, or attend one of the high schools on 17th avenue (Western and St. Mary's). Current transit routes do a good job of getting people to downtown, but not across it to 17th avenue. The downtown core is well served by east-west routes. Do the 2 (and 3) still need to jog across downtown before continuing North-South?</p>
<p>I use the 62 HV Express every day, the morning is far more valuable that evening rush hour, I have far more option getting home with Max Green>3>118, but less so in morning</p>
<p>Same as before. It does not meet the needs of our community to go downtown.</p>
<p>There's not enough bus times for within varsity. Most just go to Market mall from the brentwood station. We need more bus for varsity at brentwood and dalhousie. The connection from downtown to brentwood/dalhousie to varsity is very limited. It can take 1.30 to 2 hours for commute if you miss the transfer. Either provide more times for bus 65 or add another line</p>
<p>Could be better configured during peak times to avoid additional travel time by the community who rely on current service.</p>

While your at it. Can you renumber 299 - Arbour Lake to lower number? Perhaps to 39?
More express busses leaving the downtown core earlier and more MG Busses both ways, they are always jam-packed and timing is often inconsistent or inaccurate
It will double my transit time to get downtown!!
Bus 62 is very helpful for working people that goes to downtown. Removing it might push people to just drive because of inconvenience.
Not enough information is presented. No proposed times / schedules listed. Cannot tell if she can get to school on time without getting up at 4AM for long walk and/or transfers.
I chose to live in MacEwan over 10 years ago because I was an hour on transit to get to work before 7AM downtown. I currently walk 900m to a bus stop in winter (to keep off icy back-trails). I will now have to walk 1700m to get to a bus stop in winter along sidewalks that I doubt that 500m are snow-cleared by the city after each snowfall (current route is 90% house-fronts where the owners clear the sidewalk) thereby increasing my risk of fall and injury due to snow/ice, and doubling the time I am walking in frigid winter weather. There was one SAFE bus stop for me to use in the winter without having to drive to Sandstone Terminal (so do we need to buy a second car to use transit now? Why use transit in that case when I could drive downtown instead?) There are no proposed times listed for the 3 possible routes I could use to get downtown to let me know if I will now have to get up at 4AM to get to work. Overall messaging was poorly communicated on a short time frame with the apparent intent of preventing feedback/options from the community. This is central planning at it's worst. Appears to be a massive decrease in service with no appreciation for the life choices that led us to these communities.
This proposal would make using the transit network an impossibility for me. It would cause my family to buy another car and increase my monthly household expenses drastically. The fact that this plan would cause me to walk an additional 15 min each way every day and increase my commute from a 1/2 hour to easily over an hour is unacceptable
please keep the 62 hidden valley express!!! it breaks my heart that it might be discontinued
Canceling my express will add an additional 40mins round trip per day for getting me to work. I already spend 45mins one way to get to work. This Will make my commute over an hour one way
Not enough options for my needs
It would wonderful to the Tuscany train station
Hopeful we can get bustops closer to homes in Sage Hill NW
No way beyond train to get your kid in a timely manner to Aberhart high school from Evanston. Also, school bus routes can be canceled or delayed with no app notice. My kids' 832 bus went on fire one day and you won't even explain it to Wyness's office
Route bus 3 Sandstone/Elbow Dr SW. The driver does not arrive on time and takes a lot of time. He waits for another bus so he can talk to the other driver. This has happened many times. Because of this, I often get late to work. Also, the ride drivers do not follow the proper schedule
My daughter has to take 2 buses to get to St Francis Highschool or home from. Often the 301 will pass her because it is full resulting in 1.5 hours to get to and from school.
Express route 832 from Madelein d'Houet junior high school to North Pointe terminal - please stop along 14 street and northmount drive. Thank you!

<p>My child takes the 833 from Dalhousie to school. It is difficult to arrange transportation to and from Dalhousie station twice daily, and I have safety concerns about him being on the ctrain or waiting at the stations. The high school has bus routes that come to the community and that would be great to see for Jr High as well. Areas such as Market Mall and Chinook Mall are difficult to access via transit, especially for my aging mother.</p>
<p>Bus still doesn't come close to my home and it's long walk especially in bad weather</p>
<p>our children have been taking the 832 from Madeleine D'hoet school and transfer to the 20 heading north at Northmount and 14th street. THEY MISS THE 20 EVERYDAY EVEN WHEN RUNNING!!!! They end up having to wait almost 20 minutes for the next 20. When the weather is fine this isn't a problem, however when the weather is not it can be a long, painful and cold wait. Is there some way to have the 20 pay attention to kids that are sprinting to catch it??? or adjust the timetable by a few minutes so this doesn't continue to happen?</p>
<p>more frequent buses on weekends, more bus frequency in general</p>
<p>This bus runs straight from North Pointe to MDH. I really appreciate this service! However, I wish that there was another bus for when they have after school activities.</p>
<p>Generally I love the roots but need to extend directly from bershire blvd to downtown. Especially express ones. In the morning it takes too much time to get by work</p>
<p>Few busses and existing are too far apart from each other</p>
<p>As a Livingston resident, I wanted to flag an ongoing issue with Route 137 as well as more north connections will need. The afternoon wait times have gotten quite bad. It seems there are more demands than currently scheduled services in community. Would it be possible more frequent service on this route? and consider Max Green extended through the Livingston Area? It would make a real difference for all the north communities Livingston, Carrington, Evanston and others. Thanks</p>
<p>I will now have to take 2 buses in the morning and a train in hopes to still arrive to work by 7:30 am. As an alternate to downtown by 7:30 am, our closest LRT station is Dalhousie yet route 8 does not service that station (makes no sense since it would only be a loop added to the Dalhousie LRT and they would be back on the normal route of Northland dr.) and we are bussed all the way down to the Brentwood LRT which is packed and you often cannot get on the train at that station or you have to stand all the way downtown which is brutal with a hip injury</p>
<p>Daughter goes to St Francis and transit takes 1hr from Coventry</p>
<p>If transit runs as it should, I am able to navigate to school and out of school activities. Problems occur when there are frequent cancellations on the routes closest to home, or the routes that connect to other transit routes.</p>
<p>I am deeply disappointed with the cancellation of the 64 bus route, and the changes to the bus routes within the community of Sandstone. In the new schematic, there is only one bus that serves inner-Sandstone (47), with the rest of the buses stopping at the 3 bus loop. This will impact the community of Sandstone by increasing commute times, whether that be walking distance, or forcing community members to switch buses to get to their destination. This does not improve the quality of life of transit riders living in Sandstone, nor facilitate an easier transit commute. In addition, the first notice I found about the cancellation of the 64 was a sign on the bus stop that stated 'Route Cancellation!' It seems like the proposed new routes are already set in stone. As such, I don't find the City of Calgary's consultative process to be adequate. I understand that there are two Information Sessions being held on the review for the north central. I am not hopeful that there will be changes to the proposed routes as a result of these sessions. I hope at the very least, that the buses in</p>

the new scheme will run more regularly, but I have yet to see bus times associated with the new routes within Sandstone.
2 way service not neccessaryy
Should be more bus's, or articulated bus's on the 116 route. Trip home is standing room and full aisle. Morning commute is also standing room and full aisle most days
Not reliable enough, or timely enough to use as a commuter or car substitute
I am writing to express concern about the proposed cancellation of Route 62 and the suggested replacement with Route 503. Route 62 currently provides a direct and efficient express service to downtown. The proposed alternative, Route 503, would require an additional transfer and does not service the same area, which would significantly increase commute times and reduce convenience for riders like myself. This change would negatively impact daily commuters who rely on direct routes to get to work efficiently. Adding transfers not only increases travel time but also creates more uncertainty and inconvenience, especially during peak hours or in winter conditions. I strongly urge Calgary Transit to reconsider this change or provide a direct alternative that maintains the efficiency and accessibility currently offered by Route 62.
The proposed changes will extend my commute time. Rather than having to wait for 1 bus I will have to wait for 2. Keep route 64
Why 1005 116 is A great bus why discontinue it when full it is?
Thank you. Please keep the number 62 route running.
I feel that getting two buses to go to downtown is going to be time consuming.
If you are increasing my commute time by 30-45 minutes why would I use transit? My express bus 62 gets me downtown in 20-30 minutes but now it will be over an hour and most likely longer. If this new proposed bus 46 hits the 78 avenue depot, then I could be waiting for a connecting bus (usually the 301 but it goes by because it is full).... I have stood outside in the mornings watching 3-4 buses drive by because they are full. I might as well not even ride transit and take my car downtown and park. You are increasing the inability of people not even making it to their appointments since the bus routes aren't accessible.
More routes, more direct to downtown
Not enough/frequent enough buses on the 4 and 5 routes. Not frequent enough 89 route. Lack of communication and updates from Calgary Transit. Increased prices, but no improvements. Some bus drivers are incredibly grumpy and skip stops. What is my money going to if transit overall isn't improving? Why were four car train platforms built but I've only seen a handful of four car trains in two years? Why is the schedule/tracking system SO inaccurate? This is the most expensive public transit in Canada with quite literally the worst service I've ever experienced. Unreliable and expensive as hell. I'm a corporate professional with a full-time 9-5 that relies on transit to get to and from work.
It seems likely that there will be many days when I would be required to stand since both hidden valley routes service other communities first. This would change my current riding scenario from sitting to standing for over 30 mins. Not ideal, but would technically meet my needs. I can foresee an increased frequency for me to drive and find parking to avoid the inconvenience.
Getting to SAIT is an onerous trip involving at least two transfers and a 90+ minute ride. By funnelling all routes in the area to Centre Street without any consideration for destinations other than city centre and no way to navigate bus routes reasonably east/west, taking transit using the proposed routes does not work. This is made more irksome is I pay for transit in my school fees and I can't even use it!! My only reasonable option is the #89 but this bus only runs early morning and later afternoon. This has yet to fit with my class schedule.

These new proposed route #89 skips MacEwan all together, so if I could use it, I can't easily get to it. These new proposed 89 needs to run more frequently. I also suggest that some thought is given to destinations other than city centre. Anyone trying to get to the university would face similar issues. At least if the #89 ran more often, university students could take it to Lions Park and ride the red line. In addition, if there were ways to connect east west to another community, access to other routes could make travel more accessible rather than spending an hour to get down town only to come back again because you need to get somewhere west on Country Hills. For example, if a feeder bus went east on Country Hills to Shaganappi to gain access to the #8 to get to Brentwood to catch a train west, time would be saved rather than getting in the #46 to Centre Street to transfer to a 301 to downtown to get the red line. Not all routes need to funnel to Centre Street and more consideration should be given to some east west lines.

because of the route, it takes my kid more than 1 hour to get to school from Beddington to Madeleine Douet school

Centre Street improvements are a must. Buses, especially rapid ones, take too long to go through. Would need to divert regular traffic and improve signal priority.

46 goes to beddington but changing buses during winter is so unconvincing

We need 64 to go to downtown

Don't cancel 64

Used route 70

I'm not clear on the exact proposed changes i.e. 89 routed to Berkshire Blvd?

apalling

Unless the change in bus routes is compensated for with an increase in frequency, increase in the number of large buses, and drivers actually enforcing proper passenger etiquette, commuting from the north central to downtown will be a miserable experience. I moved to Thorncliffe in 2015, because I thought the north central LRT would eventually be in service. It is 11 years later, and I am still waiting for construction to even start. It is getting to the point where I will need to learn to drive, because taking transit is a miserable experience. Not because of safety or anything, but because of the other people on transit. I used to say that at least Calgary Transit is good at getting people in and out of downtown. I'm not sure it's even good at that any more.

This is a terrible change for the community. It shows no regard for what transit riders depend on and the alternatives are inadequate.

This new network is a huge step backwards. The changes show you didn't actually think about how real people in our neighborhoods get around. These 'alternatives' don't come close to replacing what we're losing. Honestly, I'm just giving up. The service I rely on is being taken away and there's no real fix offered. It feels pointless to even complain. You've completely disconnected our area. The so-called alternatives add huge chunks of time and hassle. This plan just doesn't work for us.

This is a massive step backwards. You've taken away reliable service and replaced it with a confusing mess that doesn't actually get me where I need to go on time. I guess I'm just supposed to be okay with adding 30 minutes to my commute? The alternatives you're offering don't come close to making up for what we're losing here. It feels like this plan was made without ever talking to people who actually use the buses. You don't seem to care how this impacts our daily lives.

This is a huge step backwards. It feels like you didn't even think about how real people actually get to work. Honestly, I'm just giving up. The new routes make my commute impossible and the alternatives you suggest

<p>are a joke compared to what we're losing. So you're basically telling people in this whole area to just buy a car. Great planning.</p>
<p>This is a huge step backwards for our community. The new routes are a mess and getting to work just got a whole lot harder, thanks for nothing. I guess I'll have to start driving. These changes show a complete disregard for how people actually live here. The alternatives are a joke and don't make up for what we're losing. This plan is a disaster.</p>
<p>This is a huge step backwards for our community. You've completely ignored how people actually live and get around here. I guess I'll be driving more now, because this new plan just doesn't work for getting to work or the store. The so-called alternatives add so much time it's not realistic. What a terrible change. You took away reliable service and gave us nothing that works as a replacement. This feels like you don't care about us at all.</p>
<p>This is a massive step backwards. You've taken away the direct, reliable service we actually used and replaced it with nothing that works for our schedules. It feels like you didn't even consider how real people live here. I guess I'll just have to start driving everywhere now. All these transfers and longer walks for basic trips just aren't realistic, especially in winter. What a disappointment. So you're basically telling us in Beddington to find another way to get downtown? The new routes don't connect properly and the travel time is a joke. This plan is broken.</p>
<p>Appreciate additional all day express routes to replace commute hour neighbourhood express. Will work for me since hours are more flexible.</p>
<p>The 421 frequency seems fine. Its the connection buses, Max Green that are always way to full; need to wait for a less full bus; or drive to the LRT in Dalhousie or Crowfoot, only to learn that there are only 3 cars that are full, mostly during peak times</p>
<p>By removing route 64, I will have to take 2 buses/1bus and C-train to get to work which makes my commute harder and longer</p>
<p>This new network is a huge step backwards. You've taken away direct, reliable service and replaced it with nothing that works for people who actually live here. I feel completely ignored. All these changes and transfers just to get downtown now? It's like you didn't even consider how this area functions. So we lose the good routes and get... longer walks and more buses that never show up? Great plan. Really feels like you care.</p>
<p>This new plan is a total mess. You're taking away the routes that actually work for us and replacing them with nothing that helps. It's like you didn't even ask the people who live here what we need. I guess I'll just be driving more now. The changes mean I can't get to work reliably anymore, and the 'alternatives' you suggest don't even come close to fixing it. So much for taking transit. Honestly shocked at how bad this is. You've cut the heart out of our service and expect us to be okay with a longer, more complicated trip. This doesn't work for my family at all.</p>
<p>This is a huge step backwards. You're taking away our direct route and calling it progress, but these alternatives just don't cut it for getting to work. Honestly, what a gut punch. It feels like you made these changes in an office somewhere without a thought for how people actually live here. The new transfers and extra time are just not a fair trade. I guess this is just how it is now. The new network doesn't work for me, but I don't expect it to change. Really disappointing. You've completely disconnected our community. The replacements are a joke and my commute is now impossible. Who did you actually design this for?</p>
<p>Removing the 64 is very negative for MacEwan commuters.</p>
<p>105 lions park comes every 40mins To take me from Charleswood to Sait, and from Charleswood to Church(St Luke Catholic Church)</p>

This new plan is a huge step backwards. It's like you didn't even consider how people actually get to work or school. The so-called alternatives are a joke and don't make up for what we're losing. Honestly, what a shockingly bad change. It feels like you just don't care about the needs of people in our neighborhoods at all. The new routes are useless for most of my trips. Well, guess I'm buying a car. These changes completely miss the mark and the 'improvements' don't help me one bit. Really disappointing. It's like they took a functional system and broke it for no good reason. The alternatives don't come close to compensating for the direct routes we're losing. Just a bad

This isn't an improvement, it's a massive step backwards. You've gutted our direct routes and left us with nothing but inconvenient transfers. It feels like nobody actually asked the people who live here what we need. Honestly, what a slap in the face. You're taking away the bus that gets me to work on time and telling me to just walk further and transfer more. How is that better? Guess I'll be driving more. These new routes don't work for my life at all, and the 'alternatives' you're offering are a joke. So we're just supposed to be okay with losing the 3? The replacement doesn't even come close. This whole plan shows you don't care how people actually get around

This plan is a huge step backwards and it feels like nobody actually asked the people who ride these buses what we need. The so-called alternatives don't even come close to replacing the direct, reliable service we're losing. I'm honestly shocked at how little this new network seems to care about how people actually live and get around up here. The replacement options are a joke for anyone trying to get to work or appointments on time. What a mess. You're taking away the routes that actually work for us and offering nothing that compensates. It's like we're being punished for living in this part of the city. Guess this is just how it is now. The new plan doesn't work for me at all, but I doubt that matters.

This is a huge step backwards. You've basically made my commute impossible without a car now, and the 'alternatives' are a joke. So we're just supposed to be okay with losing the only direct route that worked for us? Feels like this whole plan forgot our neighbourhood exists. These changes show a complete disregard for how people actually live and get around. The replacements don't even come close to making up for what you're taking away.

This is a huge step backwards. You've taken away the direct routes that actually worked for people, and the replacements don't come close to making up for it. I guess this is just how it is now. The new plan doesn't get me where I need to go without a huge hassle, so I'll probably just drive more. The changes show a complete disregard for how people in this area actually live and commute. Its shocking.

This overhaul is completely out of touch. You're taking away direct, reliable service and offering nothing that works for my actual commute. It's a huge step backwards. Honestly, I'm just giving up. The new plan makes getting downtown so complicated and time-consuming that it's not even worth trying anymore. What a letdown. The alternatives you're suggesting don't come close to replacing what we're losing. This feels like our whole area got forgotten.

The 116 route has quite a large ridership and will affect a lot of people if it is cancelled

This new network is a huge step backwards for our area. You've basically cut us off and the so-called alternatives don't come close to replacing what we're losing. I guess this is just how it is now. The changes show a complete disregard for how people actually live and get around up here. What a shocking change that doesn't care about people's needs at all. The alternatives can't compensate for what's being lost, full stop.

This is a huge step backwards for us. You're taking away reliable routes and giving us nothing but transfers and longer waits. It feels like you didn't even consider how people here actually live. I guess this is just how it is now. The new network might work for some, but it completely abandons our part of the city. The

<p>alternatives you suggest don't even come close. What a terrible plan. You're wrecking the service for this whole area and acting like a longer walk or a bike ride is a real solution. It's not.</p>
<p>More #20 buses needed during school hours</p>
<p>This is a huge step backwards for our community. You're taking away direct, reliable service and replacing it with nothing that works for people who actually live here. I guess this is just how it is now. The new routes don't get me where I need to go, and the extra walking in winter is just not realistic. Honestly shocked at how little this plan considers our needs. The alternatives don't come close to making up for what we're losing.</p>
<p>This new plan is a huge step backwards. You're taking away the direct routes we actually use and replacing them with nothing that works for our area. I guess this is just how it's gonna be now. The 'alternatives' don't come close to making up for what we're losing, so I'll be driving more. Honestly, who designed this? It's like you didn't even look at how people here actually get to work or school. A total shock and it doesn't meet our needs at all.</p>
<p>It's too expensive especially for K-12 students</p>
<p>This is a massive step backwards for our neighbourhood. The new routes feel like they were drawn by someone who's never actually tried to get to work or the grocery store here. I guess I'm just supposed to be okay with a 45 minute trip now for what used to take 15. Real nice. You've taken away direct service and given us nothing that works. How is this an improvement?</p>
<p>Would be nice to have a rapid bus transit route to cut the approximate 1 hour travel time from Evanston to Vivo bus terminal</p>
<p>This new network is a total gut punch. You've taken away the direct routes people actually use and replaced them with nothing that works for us. I guess this is just how it is now. The changes don't work for my family at all, and the so-called alternatives add so much time they're useless. You didn't listen. The new plan is shocking and makes my commute way harder. The transfers don't make up for losing my direct bus.</p>
<p>Please do not cut bus routes 62 and 118, it's important for work and school, it's much better for both of them to work on, it will be convenient if it can start at 6:00 am for Sun and Sat as well, thanks</p>
<p>This plan is a huge step backwards and it's clear nobody actually asked the people who ride these buses what we need. I guess I'll just have to start driving more, which is exactly what they say they don't want. Great planning. So you're cutting the only direct route and telling me to take two buses instead? That doesn't work for my life, at all.</p>
<p>This new network is a huge step backwards for our area. It feels like nobody actually considered how real people get to work or school. Honestly, it's just so frustrating. You're taking away the direct routes we rely on and offering complicated transfers that add so much time. It's like you don't care if we can actually get anywhere. I guess this is just how it's gonna be now. The so-called alternatives don't come close to replacing what we're losing. What a shocking change. My commute is now impossible without adding an extra 30 minutes. This doesn't work for people with jobs and lives. You've completely disconnected our neighborhood. The new routes feel random and don't go where people actually need to go.</p>
<p>This new plan is a huge step backwards. You're taking away direct routes that people actually use and offering nothing that comes close to replacing them. It feels like you didn't even consider how this messes up our daily lives. I'm honestly shocked at how little this seems to care about the people who actually rely on the bus. The so-called alternatives just don't cut it for getting to work or school on time. So we lose decent service and get... longer walks and more transfers? Great. Really feels like our part of the city is getting dumped on again.</p>

Guess I'll be looking at buying a car, because this new network clearly isn't for people like me who need to get across town. What a letdown.

Panorama hills is dropping from 3 different bus routes to 1???? That is terrible! One bus route does not meet the needs of residents, panorama is a huge community and the proposed 114 route does not even come close to reaching the same areas that the 123 and 421 reach. This is not a good proposal.

The bus service i use for travelling to my work is 48 (Rundle) It's service is so bad it comes after 40 mins on weekdays and on weekends it comes after 1 hour sometimes due to which i get late for work sometimes. It should be not like that. It's really disappointing . I think Calgary transit should work on it. There should be bus after every 5 or 10 minutes

This new plan is a huge step backwards for our neighborhood. It feels like you didn't even think about how real people actually get to work or school. Honestly, I'm just giving up. The changes mean I'll have to drive now, which is the opposite of what transit should do. The so-called alternatives don't come close to replacing the direct route we're losing. This just doesn't work for us.

This is a huge step backwards for our community. You've taken away reliable service and replaced it with a confusing mess that doesn't get people where they need to go. Honestly, it feels like you didn't even consider how people here actually live. The new routes are useless for my daily commute, and the so-called alternatives just don't cut it. Guess I'll be driving more now. These changes show you don't care about keeping transit riders in this part of the city. What a letdown. You're removing the direct connections we depend on and offering nothing that works as well. It's like our needs weren't even on the map.

This new plan is a total disaster for us up here. It completely ignores how people actually live and get around. I guess this is just how it is now. The so-called alternatives don't even come close to replacing the direct service we're losing. You've taken a system that worked and broke it for no good reason. The replacements are a joke.

This is a terrible plan that completely ignores how people actually live here. The alternatives are a joke and won't make up for the routes you're cutting. I guess I'll be driving more now. These new routes don't get me where I need to go without a huge hassle. You've taken a system that worked and broke it for no good reason. This doesn't help anyone in my neighborhood.

We need more busses for 109 after 7am in the morning and after 6 pm

This new plan is a total disaster. It completely ignores how people actually live and get around up here. The so-called alternatives don't even come close to replacing what we're losing. I guess this is just how it's gonna be now. The changes don't work for my family at all, and the other options aren't realistic for our daily life. Feels pretty hopeless. Honestly, who designed this? It's a shocking change that shows zero care for residents' needs. The bus replacements are a joke and can't compensate for the direct routes we're losing.

This overhaul is a huge step backwards. You're taking away direct, reliable service and offering nothing that comes close to replacing it. It feels like our needs weren't even considered. I guess I'm just supposed to be okay with adding 20 minutes to my commute now. These alternatives don't make up for what we're losing. Honestly, this plan is a mess. It doesn't work for people who actually live here and rely on the bus. You've made my daily life harder.

This new plan is a total disaster. It completely ignores how people actually live and get around up here. The so-called alternatives are a joke compared to what we're losing. I guess I just have to accept that getting anywhere is going to be way harder now. The replacements don't even come close to making up for the direct routes we had. Honestly, who designed this? It's like you didn't talk to a single person who actually uses these buses. The changes are shocking and totally impractical for daily life.

Also used 20 connecting to ctrain
This is a huge step backwards for our neighbourhood. It feels like the planners never actually talked to anyone who lives here and relies on the bus. I guess I'll have to start driving more, which is exactly what the city says it doesn't want. Really disappointed. so we lose direct service and are just supposed to walk further in the winter? great plan guys. This change shows a complete disregard for how people in this area actually live. The alternatives don't come close to making up for what you're taking away.
This plan is a total gut punch. You're taking away the direct routes we actually use and telling us transfers and walking will fix it. It doesn't. I guess I'll be driving more. These changes show you weren't listening to the people who ride these buses every day. So we lose reliable service for a confusing mess of transfers? Great plan. Really feels like our needs didn't matter at all.
This is a huge step backwards. You've gutted our direct routes and expect us to be happy with more transfers and longer waits. It doesn't work for our community at all. Honestly, what a letdown. I guess I'll just start driving more, since the new plan makes taking the bus more complicated than it's worth. These changes show you didn't actually ask people what they need. The so-called alternatives don't come close to replacing what we're losing.
We are facing lot problems, need to walk 2 km. Eprx 30 minutes for bus stop. It's very hard
This new network is a huge step backwards for our area. Taking away the direct routes we rely on shows you didn't actually consider how real people get to work and school. I guess we just have to figure it out ourselves. The so-called alternatives add so much time and hassle they're basically useless for my daily commute. What a terrible plan. You're removing essential service and offering nothing that works as a replacement. Feels like our community was just forgotten.
This new plan is a total gut punch. You've completely wrecked the only direct route I had to get downtown, and telling me to just transfer more isn't a solution. I guess I'll be driving more now. These changes show you didn't actually ask the people who use this service what we need. So we lose our direct bus for a longer, more complicated trip? How does that make any sense. The alternatives don't come close to replacing what we're losing.
Routes proposed do not meet my needs or service this community. None of the routes overlap or intersect. Someone over by the Petro Canada cannot get to the number 8 to get to the foothills medical centre. Right now the 118 provides that service. This route has not been identified as cancelled on the notice put up in the community. There are a lot of seniors and others that do not drive and rely on transit. These changes add time to everyone's commute. Instead of spending 1.5hrs on the bus everyday, now it will be over 2. If we wanted to take the 8 to the c-train, again 2/3's of the community have no way to get to the 8. The express route to downtown is the reason I moved to Hidden Valley and I am not the only one. There maybe low ridership at the time I take it in the morning, then take out one trip and just have 2 in the AM. At the end of the day there is standing room only. Don't see how that classifies as low ridership. How does taking 3 south and 3 north routes help the people? Will there be more max green buses? They are always full. There is no information on the times for the 46 and 47 routes. Do they run all day? These proposed changes are not going to service the community as they currently are.
added travel times and having to transfer to another bus
This new plan is a massive step backwards. You've taken away the direct routes people actually use and replaced them with nothing that works for us. Honestly, it feels like you didn't even try to understand how people live here. The so-called alternatives don't come close to making up for what we're losing. I guess this is just how it is now. The changes make my commute way harder and there's no real fix. You've completely

dismantled a system that worked. The transfers and extra time are not an acceptable trade-off. It's shocking how little this plan considers our actual needs. The new network just doesn't work for this area at all.
None
By adding the 47 and rerouting the 46, this seems like a great proposal at first but given the City of Calgary's lack of interest towards our community, instead focusing on communities like Nolan Hill and Sage Hill, this only splits the time that these buses will be available and therefore makes transit even less reliable than it already is. Changing the 89 to only run through a small segment of Sandstone leaves tons of people that currently rely on the bus to commute to and from work with no way to commute and fully removing the 64, a bus that is always full, relied on, and heavily loved by both the MacEwan and Sandstone community, is a move that downright makes zero sense and a cheap effort to try and cut down on a cost that could easily be cut in other ways. Overall this proposed area network is somehow a downgrade to the already poor quality of transit in the Sandstone and MacEwan communities and makes commuting with transit even less reliable and even more time consuming and daunting.
This new network is a huge step backwards for our area. It's like you didn't even consider how people actually live and get to work. The so-called alternatives are a joke and don't make up for what we're losing. Honestly, what a shockingly bad plan. You're taking away direct, reliable service and offering nothing that works for my schedule. Feels like our neighborhood just doesn't matter. Well, guess I'm looking at buying a car now. These changes show a complete disregard for the needs of riders up here. The replacements don't come close to cutting it. Just feels like we're being abandoned with this redesign. The new routes don't help me at all and the walking distances are unrealistic for a lot of
This is such a drastic cut, it feels like you didn't even think about how real people get to work. The replacement routes don't come close to making up for what we're losing. Honestly, it just seems like the plan is done and our needs don't actually matter. Guess I'll be driving more. These changes are shocking. You're taking away reliable service and offering nothing that works as well. It's a huge step backwards.
I'm very disappointed in the City, the politicians and those people who don't seem to want to meet the needs of those people who badly need to use Calgary Transit. There hasn't been enough preplanning or consideration involved. It seems like everything is evolved over money. Too much money spending on structures in the city that aren't priority. Implementing the needs of those people who can't drive, have limited income or are seniors and have mobile issues should be considered first. I would say the majority of people have never considered using Calgary Transit as their main transportation because of various reasons, location, time etc. People should adapt to having only one vehicle per household and it can be done.
This new plan is a huge step backwards. You've taken away the direct routes we actually use and replaced them with nothing that works for people trying to get to work or school on time. I guess this is just how it is now. The changes don't seem to care about the actual trips people in our neighborhoods make every day. So we lose our reliable bus and get told to walk further or transfer more? That's not a solution, that's you giving up on our area.
Unless the 89 runs more frequently
Ignoring the needs of MacEwan/Sandstone/Hidden Valley residents, especially during rush hours. All Express buses are running on full capacity now, they only run during rush hours. The proposed routes will add unnecessary commuting time to all passengers. It would make more sense to have the feeder buses run during nonpeak hours (after 7:30am South bound and after 5pm north bound) so passengers work outside of peak hours can utilize the new proposed Express route
It is much less convenient for where I live. We will end up needing to uber more

<p>See previous comment. If you actually listened I'm pretty sure every single person who uses an express bus would choose to keep it - usually a 5 minute walk to a stop straight to downtown vs a bus to go wait for another bus. So you're saying the time of a transit user is not worth much. Anyone who can't afford to drive just gets to spend twice as long commuting, and anyone who can afford a car adds to the already congested roads and profits on Indigo downtown to park.</p>
<p>This is a huge step backwards for our neighborhood. I relied on that direct route and the alternatives you're offering just don't cut it. Honestly, I guess this is just how it is now. The new plan shows they aren't really listening to the people who actually use the buses here. Wow, this new network is terrible for us. You've taken away the service we depend on and replaced it with nothing that works.</p>
<p>Not helpful. Transfers introduce uncertainty in arrival time. Making this infeasible for those commuting to work or those that are reliant on 64 express or 142.</p>
<p>This is a poorly planned proposed change to existing transit routes which will result in much longer commuting times and less options, not more for travelling.</p>
<p>This new plan is a total gut punch. You're taking away the bus that gets me to work on time and offering nothing that even comes close. Honestly, it feels like you didn't even look at how people actually live here. The so-called alternatives add a huge hassle to my day and it's just not acceptable. Well, guess I'm driving now. These changes show you don't care about making our commutes possible, just checking boxes on a map. It's shocking how little this plan considers real people's needs. The connections are gone and the replacements don't cut it. I feel completely abandoned by this. After years riding the same route, this change just makes my life harder for no good reason. You've removed the</p>
<p>The cancellation of the Route 64 express is absolutely devastating to my daily life. You aren't just changing a transit route; you are actively stealing hours of my week. Instead of a direct ride downtown, I am now forced to stand outside in the brutal, freezing Calgary cold, gambling on a connection with a transit system that is already notoriously unreliable. This isn't just a minor inconvenience—it is a massive disruption. Every single extra minute I am forced to spend freezing at a transfer stop or sitting on a delayed bus is time stolen directly from my family. That's less time at home, missing out on evenings with kids, and sacrificing my own well-being just to get to and from work. Forcing a mandatory transfer into an already broken system is completely unacceptable, and the toll this takes on my family is enormous</p>
<p>Please understand that you are running all buses down the same road. Centre street does not have the capacity for all these transit buses. One accident or one incident on centre street will cause chaos. Why are there no plans to head down 14th street or 4th street, why does the transit planners only think about one line ...</p>
<p>Can we purchase school busses and use school busses as express busses. As schools timing are different than work timing, we can have school bus drivers first run express routes taking people directly downtown, then go back and pick kids up to go to school. We can even have a shuttle or school busses picking people up from north point and dropping them off straight downtown.</p>
<p>I think it addresses areas with growing populations but not some older ones</p>
<p>This new plan is a total disaster for our area. You've basically made it impossible for me to get to work on time without a huge hassle. Did anyone actually think about real people's lives? I guess I just have to accept that getting around is going to be way harder now. The so-called alternatives don't even come close to replacing the direct routes we're losing. Honestly, who came up with this? It feels like you've completely ignored how people in these neighborhoods actually live and commute. The changes are shocking and don't work for us at all.</p>

This new network is a massive step backwards. You've taken away the direct routes we actually use and replaced them with nothing that works for us. I feel like you didn't even consider how people in these neighborhoods actually live and get to work. The changes are shocking and the so-called alternatives don't come close to making up for what we're losing. So we just lose our convenient bus and get longer walks and more transfers? Great. Really feels like our needs were an afterthought. Honestly, it's so disappointing. The proposed changes show a complete disregard for the daily reality of riders up here. The compensation isn't there. This plan doesn't work for me at all. You've made my commute harder, not easier. What was

This new plan is a huge step backwards. You've taken away the direct routes that actually work for us and replaced them with nothing but transfers and headaches. I guess this is just how it's going to be now. The alternatives you suggest don't even come close to making up for the service we're losing. What a joke. You didn't ask us what we needed, you just decided for us. The new network is useless for getting across the city. Honestly shocked at how little this plan considers people who actually live here. The connections are terrible now. So we lose reliable service and get... longer walks and more waiting? Great solution. Really feels like our area was forgotten. It's frustrating. The old system wasn't perfect but

This is a huge step backwards. You've gutted our direct routes and now expect us to piece together a trip with three times the hassle. It's like you didn't even look at how people actually live here. Honestly, it just feels like you gave up on our area. The new plan is so disconnected, and the so-called alternatives don't even come close to making up for what we're losing. Guess I'll be driving more. shocking changes that show zero regard for the community. the replacements are a joke and wont work for most of us.

This new network is a huge step backwards. I relied on that direct route and now you're telling me to take two buses and add 40 minutes to my commute? That's not an improvement, it's a punishment for living here. Honestly, what a gut punch. After years of using the same bus, this change shows zero understanding of how people actually live and get around. The 'alternatives' are a joke and don't make up for what we're losing. Guess I'm buying a car. These changes make transit useless for me now, so congratulations.

This new network is a huge step backwards for our area. You've taken away the direct, reliable service we actually use and replaced it with nothing that works for people trying to get to work or school on time. I just feel defeated. The changes show a complete disregard for how people in these neighborhoods actually live. The so-called alternatives don't come close to making up for what we're losing. Seriously, who planned this? It's like you didn't even look at where people in Beddington actually need to go. The transfers and extra time are not a reasonable trade-off.

This is a huge step backwards. You're taking away the routes people actually use and replacing them with nothing that works for us. It feels like you didn't even consider how we get to work or the grocery store. Honestly, what a joke. The new network completely ignores our neighborhood. The 'alternatives' you're suggesting don't come close to making up for what we're losing. Feels like we're just being cut off. Well, I guess I'm driving now. The changes are so bad they've basically made transit useless for my daily trips. Really disappointed. This overhaul is shocking. It doesn't care about actual people's lives and routines. The so-called improvements can't compensate for the direct, reliable service we're

This is a huge step backwards. You're taking away direct routes that people actually use and replacing them with nothing that works for our area. It feels like you didn't even ask us. Honestly, what's the point? The new plan just makes my commute longer and more complicated. I guess I'll just have to drive now, thanks for that. The alternatives you're suggesting don't come close to making up for what we're losing. This change shows a complete disregard for how people here actually live and get around.

I like the new propose routes I will go for a ride all those new routes when in service

Express busses should have priority signals at intersections, at least during peak times

Your plan greatly improves transit access to the North/Northwest communities along the Beddington Trail-Symons Valley Road corridor and makes Sage Hill a real transit hub. I look forward to commencing its service!

This new network is a massive step backwards. You're taking away direct routes people rely on and offering nothing but transfers and longer commutes. It shows a complete disconnect from how we actually live here. I guess this is just the new normal, but swapping a simple bus ride for two transfers and a longer wait feels like a punishment for living in the north. So we lose the 3 and get... what, exactly? More walking in the cold and hoping connections line up? This doesn't work for anyone with a job or kids to pick up.

This is a huge step backwards. You're taking away direct routes that people actually use and replacing them with nothing that works for our area. Honestly, it feels like you didn't even consider how real people get to work or the grocery store. The so-called alternatives just don't cut it. I guess this is just how it is now. The new network looks great on a map but completely fails us where we live. The changes are shocking and show a total disregard for the daily needs of our community. What we're losing can't be fixed by a longer walk and an extra transfer. This plan is brutal for Beddington. You've removed the bus I rely on and the replacements don't come close to making up for it.

This new plan is a huge step backwards. I relied on that direct route and now my commute is going to be a complicated mess with way more transfers. It feels like you didn't think about actual people at all. Honestly, what a terrible change. You're taking away the bus that actually works for this neighbourhood and replacing it with nothing that comes close. It's like you want us to just give up and drive. So we lose our good, direct service and get... longer walks and more waiting? The 'alternatives' don't cut it. This just doesn't work for my life. Guess this is how it is now. You make these big changes that look good on a map but make my daily routine harder and longer.

It's a bit of a mess. Some areas are barely served whatsoever. 114 needs a companion bus of some kind

This plan is a massive step backwards. Taking away our direct routes shows a complete disconnect from how people actually live and commute up here. The alternatives you're offering just don't cut it. I guess this is just how it is now. The new network doesn't work for us, and the transfers and extra time make it almost pointless for my daily trip. Feels like our area was an afterthought. So we lose reliable service for... what, exactly? More walking in the cold and hoping connections line up? This change is brutal and shows zero care for the needs of this community.

This is a shocking change that shows you don't care how people actually live here. The alternatives are a joke and don't come close to replacing what we're losing. I guess I'm just supposed to be okay with a huge step backwards. The so-called alternatives add so much time and hassle they might as well not exist. The new network completely fails my area. You took away reliable service and gave us nothing that works.

This is a huge step backwards. You've made my commute impossible and your 'alternatives' are a joke. I guess I'll just have to start driving. So much for encouraging transit use. Honestly feels like you didn't even try to understand how people actually live here. All the new routes seem designed for someone who doesn't exist.

This new plan is a massive step backwards. You've taken away the direct, frequent service that actually worked for people here, and the replacements just don't cut it. I feel like you didn't even consider how people actually live and commute. These changes are so disconnected from reality, and now my commute is going to be way harder for no good reason. So we lose the 3 and get... what, exactly? More transfers and longer waits. Great. Really feels like our area got forgotten. Honestly, what a letdown. You're asking us to settle for way less convenient options and calling it an improvement. It's not. This just doesn't work for me. The alternatives you're proposing add so much time and hassle to

There are not enough buses to fit the volume of students. This is especially a problem as the North Trail high school lets out a bit sooner than Notre Dame and those kids fill the buses before they even get to North Pointe depot.

This plan is a slap in the face. You're taking away direct, reliable service and offering nothing but inconvenient transfers that add 30 minutes to my commute. It's clear you didn't actually ask the people who ride these buses what they need. I guess I'll have to start driving. These changes show you don't care about making transit work for neighborhoods like ours, so why should I bother trying? Honestly shocked by these changes. The new routes don't go where people actually need to go for work or school. The alternatives you list don't come close to making up for what we're losing.

Its unbelievable Calgary transit discontinued express 142!! please get it back!!! We need it!

Geed sometimes in snows it's does not show accurate time or delayed or changer routes and it cause a lot of problem like I stay more than an hour outside in cold because it was showing bus coming jn 10 min and also provide heated stations at north point or other areas

for route 124 on weekdays, no more after 10pm may be one more after 10pm is better?

This new network is a huge step backwards for our area. You've cut the direct routes we rely on and the alternatives don't even come close to making up for it. It feels like you didn't consider how people actually live here. I'm honestly shocked by these changes. It's like our needs were completely ignored. The so-called alternatives are a joke and can't compensate for what we're losing. What a terrible plan. You took away the buses that worked and gave us nothing that does. This doesn't help anyone. Well, I guess I'm driving now. These changes make taking transit more complicated than it's worth. Real shame. This new network is a mess for us up here. The connections are worse and the travel times

This is a huge step backwards. You've taken away direct, reliable service and replaced it with nothing that actually works for people who have to be somewhere on time. Honestly, I guess I'll just have to drive now. All these transfers and extra time just isn't realistic for my daily life. What a brutal change. You didn't listen at all. The new routes don't come close to making up for what we're losing.

This new plan is a slap in the face to everyone who relies on the bus up here. You've taken away our direct route and given us a convoluted mess that adds a huge chunk of time to every trip. Honestly, it feels like you didn't even consider how people actually live and get around. The so-called alternatives don't come close to replacing what we're losing. Guess I'll be driving more. This change just doesn't work for us. It's shocking how little this plan seems to care about the needs of our community. The transfer you're forcing on us adds too much time and hassle, especially in winter. Well, there goes any hope of a reasonable commute. The replacements are a joke and won't make

This new network is a huge step backwards for us. You've basically cut our lifeline and offered nothing that comes close to replacing it. I feel completely abandoned by this plan. It's like you didn't even look at how people actually live and get around up here. So you're taking away the direct route and telling us to just transfer more? That doesn't work for my family's schedule or the weather half the year. Honestly, it's shocking how little this seems to care about our needs. The so-called alternatives add so much time and hassle they're useless. Guess I'm buying a car. This plan shows transit isn't for people in my neighborhood anymore.

This plan is a huge step backwards. You've basically cut our lifeline to the rest of the city and expect us to be happy with a longer, more complicated trip. It feels like you didn't even consider how people actually live here. So we lose the one direct route that worked, and the alternative is what, three transfers and an extra 40 minutes? Not much of an alternative. Guess I'll be driving. These changes are shocking and show a complete

disregard for the community. The replacements don't even come close to compensating for what we're losing.
This is a huge step backwards. You've cut the heart out of our service and expect us to be happy with a longer, more complicated trip. It feels like you didn't even consider how real people actually live here. I guess I'll have to start driving. The new routes just don't connect to where I need to go, and the extra transfers make a simple trip take forever. Really disappointed. So we lose direct, frequent service for... what, exactly? More walking in the cold and hoping connections line up? This plan is brutal for our area.
Livingston needs more in community transit routes. Route 137 does not service the other half of the community. Having to walk 15+ mins to take the 115 or 124 is hard in the cold winter months.
This new network is a massive step backwards for our area. The changes show a complete disregard for how people actually live and get around here. I feel completely abandoned by this plan. The so-called alternatives don't come close to replacing the direct, reliable service we're losing. What a terrible plan. You've taken away our practical routes and given us nothing that works in return. This doesn't meet anyone's needs.
This is a huge step backwards. You're taking away the direct routes we actually use and expecting us to be happy with slower, more complicated trips. It feels like you didn't even consider how people live here. Honestly, these changes just show you don't care about the people who actually rely on the bus. My commute is about to get way harder for no good reason. So we lose good service and get... more transfers and longer waits? The alternatives don't even come close to making up for what you're cutting. Guess I'll be driving more. These new routes don't work for my schedule at all, and the walk-and-wait combo in winter is not a real solution. It's shocking how little this plan seems to
I don't see it as much of an improvement, but I understand the reasoning behind discontinuing the express routes.
Transfer time between buses can be over 30mins due to operator differences and traffic
All of the stops are way too far from the majority of houses. It should not be a 10+ minute walk to the nearest bus stop on the top of nosehill. All of the busses coming in and out of MacEwan go to 78th ave, and we have no transport that get us near the Brentwood station without a half an hour walk across nosehill. There should be at least one bus that is a straight shoot to the train station, or at least relatively close.
This new plan is a total disaster for our area. You've basically cut us off and the so-called alternatives are a joke that will add 30 minutes to my commute. Who actually thought this was an improvement? I guess I'll just have to start driving more, which is exactly what the city says it doesn't want. These changes show a complete disregard for how people actually live and get around up here. The new network abandons our neighborhood. The direct connections we rely on are gone and the replacements don't come close. This feels like a massive step backwards.
This new network is a massive step backwards. It feels like you didn't even consider how people actually live and get around here. I guess I'm just supposed to be okay with losing my direct route? The alternatives don't come close to making up for it. Honestly shocked at how little this plan seems to care about our needs. You're taking away what works and offering nothing that does.
This plan is a huge step backwards. The changes make my commute way harder and the alternatives you're offering don't even come close to replacing what we're losing. Honestly, it just feels like nobody actually asked the people who use these routes what we need. We're just supposed to deal with it. The new network looks like it was designed for someone else entirely. My area got completely hosed.
This new plan is a huge step backwards. You're taking away the only direct route I have and expecting me to be happy with a transfer and a longer walk in the winter. It shows you didn't actually talk to the people who

use these buses every day. I guess I just have to accept a longer, more complicated commute now. The so-called alternatives don't come close to making up for the reliable service we're losing. Honestly, this change is brutal. It doesn't work for anyone in our area who needs to get downtown or to the university. You've made my transit trip way worse.

Shame to lose all these express busses we have had for decades because you are building more communities than your transit infrastructure can handle. The taxpayers and people are the ones to pay the price and efficiency is something you need to work on

This is a huge step backwards for our community. The new routes leave so many of us stranded, and the so-called alternatives don't even come close to making up for it. I feel like you've completely ignored how people actually live and get around here. The changes are so drastic, it's like you didn't even consider our needs. So we're just supposed to walk further and transfer more in the winter? Great plan. Honestly, what a letdown. It feels like our area is getting worse service, not better. The replacements don't cut it. This is shocking. You're taking away reliable, direct service and offering nothing that works as well. It shows a real disconnect from riders.

This is a massive downgrade. You've cut our direct routes and left us with a confusing, slower mess that doesn't actually get people where they need to go. Feels like you didn't even consider how real people live here. I guess I'm just supposed to be okay with adding 20 minutes to my commute now. The 'alternatives' aren't alternatives, they're a huge step backwards for this whole area. So we lose the bus that actually works, and the trade-off is... more transfers and longer waits? This plan is a huge miss for our community.

This is a shocking change that shows zero regard for how people actually live here. The 'alternatives' are a joke and don't come close to replacing what you're taking away. I guess I'm just supposed to be okay with a huge step backwards. The new network completely ignores our needs. Honestly, this plan is terrible. It doesn't work for us at all, and the stuff you're offering instead doesn't cut it.

The recent route change proposal has eliminated convenient bus access for residents between Country Hills Drive NW and Harvest Hills Blvd N. Previously, transit in this area was accessible and efficient, but the current routing now forces riders to walk significantly farther—especially difficult and unsafe during winter conditions. The proposed removal of the MAX Green southbound stop at Harvest Hills Blvd & Harvest Oak Gate (Stop ID 8332) creates a major gap as well. This stop is critical for residents located between Country Hills Boulevard Station (Stop ID 4266) and 96th Avenue N Station (Stop ID 4591), many of whom rely on this connection for commuting downtown. This change reduces accessibility, increases exposure to harsh weather, and disproportionately impacts those without alternative transportation.

This new network is a huge step backwards. You've cut my direct route and the so-called alternatives add 20 minutes each way. It feels like you didn't think about how real people actually live here. I guess this is just how it is now. The changes mean I can't reliably get to work on time anymore, and the other options don't make up for it. Honestly shocked at these plans. It's like our daily needs weren't even a factor. The replacements don't work for my schedule at all.

The #8 doesn't run every time it snows (or completely skips our community because of the hills the busses always get stuck on - this cannot be depended upon). I'm not far from the Stop at Hidden Valley Link (proposed #503), but this doubles my walk to a new stop and others will be considerably farther away. While I actually like the idea of a bus going from Downtown to Sage Hill and back... I suspect it is going to be a very busy bus and if people have to stand up for 50+ minutes, people will stop riding. I've been using Calgary transit since 2009 and I've been in 3 accidents on busses, I've been rained on thru the electrical panels above the seats where the ads used to be, and I've been on 2 busses that the engines have caught on fire. I simply refuse to stand up after I've watched bus drivers slam on the breaks and people in my community have literally taken a nose dive and roll to the front of the bus. I'd support this if I thought it wasn't going to turn into

<p>another crappy version of the 301 that is always jammed full. I'm not prepared to pay the ever increasing cost of a bus pass to have 0 comfort in commuting for almost 2 hours every day. This will continue to turn our city into a 'driving city' where transit doesn't make sense and is rarely used by the majority.</p>
<p>There is nothing to view here</p>
<p>116 is often packed on the days I take it. It's inconvenient at 6am to have to walk to a terminal to catch a bus that is already receiving a large rider volume. Expand it don't discontinue the route! Or replace it with something even better.</p>
<p>Some drivers will see you any they will drive away . It's really bad .</p>
<p>Discontinuing 64-Macewan Express when it is only used during rush hours and is constantly full does not make sense even if other routes are available due to its convenience and travel time efficiency for alot of riders.</p>
<p>This plan is a huge step backwards. Taking away our direct route downtown shows you didn't actually listen to the people who live here and use this service every day. So we lose a reliable bus and get... longer walks and more transfers? This doesn't work for anyone with a schedule or in bad weather. Feels like our neighborhood just got forgotten. Honestly, it's a terrible change. The alternatives you're offering don't come close to replacing what we're losing. You're making my commute harder for no good reason. Just feels like you've given up on our area. These changes don't help us get where we need to go, plain and simple.</p>
<p>This new network is a huge step backwards. You're taking away direct routes and replacing them with nothing that works for people who actually live here. So we're just supposed to be okay with losing the only decent connection to the train? The alternatives don't even come close. Honestly, it feels like you didn't even look at how people in this area get to work. These changes show a total disregard for our daily lives. Well, guess I'm driving now. These proposed routes add so much time and hassle they're basically useless. It's shocking how little this plan seems to care about the needs of our community. The so-called alternatives can't compensate for what we're losing.</p>
<p>This overhaul is a total slap in the face. You're ripping out reliable service for a confusing mess that adds huge chunks of walking time, and calling it an improvement. I feel like you didn't even try to understand how people actually live here. The new routes just don't connect to where we need to go, and the so-called alternatives are a joke. Guess I'll just start budgeting for more Ubers, because this new network isn't going to work for my family. Really disappointed. It's a shocking change that shows zero care for the community. The loss of the 3 is brutal and the replacements don't come close to cutting it. Honestly, what a letdown. After all the feedback, this final plan still</p>
<p>Your are going from 5 bus servicing Macewan to 1 bus. You need to provide minimum 2 options with accessibility considering distance for elderly with internal services not all bus coming at the same time. You need to provide options that will encourage people to take the bus. If the cost and time (average of an hour) to use public transport is not worth it, people will drive.</p>
<p>Terrible!</p>
<p>This is a massive step backwards. I relied on that direct route and now you're telling me to take two buses and add 40 minutes to my commute? Unacceptable. Honestly, it feels like you didn't even consider how people actually live here. The replacement service is a joke and doesn't come close to making up for what we're losing. So we're just supposed to be okay with this? The new network completely ignores our needs. Feels like a done deal no matter what we say. Guess this is how it's gonna be. The changes are brutal for this area, and the alternatives don't cut it. Really disappointed. You've basically made my commute impossible without a car. These changes show a total disconnect from the</p>

I don't like that you guys are taking away two express buses. Like it already takes me an hour to an hour and a half to get to school. Don't take those buses away
What is a 20 min commute will be over an hour of commute time. Not convient at all.
I work in North Pointe. This change will add unknown time to my commute, and add an unnecessary transfer. Transfers on Calgary Transit are unreliable and the timing never aligns correctly.
You want to cut the express routes and also limit the max Green to regular buses instead of the long ones most of the time is a joke. Also there are no community buses to Carrington, I have to walk 10 minutes to the nearest bus stop. Where is the Green line to the North?
This plan is a huge step backwards. You're taking away the direct routes people actually use and replacing them with nothing that works for us. It feels like you didn't even ask the folks who ride these buses every day. Honestly, what a joke. You've made it impossible for me to get to work without adding another 30 minutes of walking. The new network completely ignores how people in this area actually live. So we lose the 3 and get... longer walks and more transfers? The alternatives don't come close to making up for it. Guess I'll be driving more. I'm just resigned to a worse service. The changes show a real disconnect from the needs of this community, and the so-called improvements don't help me
This plan is a disaster. You're taking away the direct routes that actually work for us and replacing them with nothing that helps. It feels like you didn't even ask the people who live here what they need. I guess this is just how it is now. The new options add so much extra walking and transfer time that it doesn't even feel worth trying to use transit anymore. What a letdown. You've completely gutted service for this whole area. The alternatives don't come close to making up for what we're losing. This change is brutal.
-lengthening routes 46 only increases the time it takes to get to Centre Street along with increased ridership buses will be full. -any possibility of having the 46 run south on 14th st. ending at Lion's Park to catch train - decrease in # of routes, increasing length of routes makes riding more difficult + lengthy -does everything have to funnel to Centre Street? with decreasing # route, the difficulty in getting to Centre Street still remains. - possibility to have connectors laterally between neighbourhoods to access a different set of bus routes. -the Express buses have been around for a minimum of 20 years - this is not an easy change especially w/ commuting + lack of options.
Not looking forward to this change and did not feel very heard prior to the decision being made.
Route #62 Does this route meet your needs? Yes. Bus is a direct route from home to work. It takes an average of 30-40 minutes to commute both ways. As a fellow transit rider, a increase in fare prices should result with increase routes that convenient riders. Why are new routes being placed that will potentially lengthen our commute time.
Route #62 Does this route meet your needs? Yes. Right in front my building, fast direct service to downtown in 25 min during rush hour. There and back I love it! Makes commute better than driving. Route #64 Does this route meet your needs? Yes. Direct route, stop very close to my home, one bus directly downtown to go to work and come home Amazing serve! I love it! Makes commute better than driving. I would be losing 3 buses that service where I live 62, 64 and 89! I moved to my current location because of easy commute to downtown. Now I only have one bus option and I have to transfer to another bus to get downtown. The big routes Max Green/301s - completely full by the time I can get on to transfer. I am very upset you cannot sufficiently service my area to commute to work downtown. No train and now proposing worse transit opportunities with changes. This is a dis-service to tax paying community members who want to reduce conjection on city roads by not driving but now we have to b/c the city doesn't want to service us. Also with money lost not running 'one way' express buses, 'few # of buses' only at rush hour how does adding a brand

<p>new Bus route all day long save money. plus adding more buses on other routes. #3 is so many stops, takes forever then I have to transfer again but now no 118 anymore</p>
<p>Route #64 Does this route meet your needs? Yes. My daily commute into downtown is @ 1 hour on a busy bus but I can sit down - with - the proposed changes Macewan is the last stop so no chance of even getting on and now an addition transfer adds another 1/2 hour each way and again to stand. To take away the 64 express does not make sense especially adding buses which would run all day (this has to be expensive) as opposed to 3 morning and 3 evening express buses and to make matters worse we in Macewan are on the tail end of 3 other communities so there will be no room and I forgot the worse part is now transferring onto a jammed packed green line just to add another 1/2 hour each way. Please do not do this!!! Take away 1 of our express buses and give it to Sage hill but not all.</p>
<p>Route 116 Does this route meet your needs? no. Why can't we run this bus more hours and also I heard it's closing this bus route. Why, people live here & we use this bus.</p>
<p>Overall like the idea of having routes connect to multiple terminals and have 1 transfer service to SAIT UCalgary and Downtown. However we need to make sure that commutes are not becoming too much as it effects ridership. I would prefer we have more express routes and we have a dedicated shuttle to take people from NorthPointe to downtown straight to reduce commute and crowding. Ideally we should try to have people being able to access downtown, UCalgary and SAIT with less than 1 hour commute. We should aim to have good frequency and space for these routes.</p>
<p>Macewan Park is now entirely made to rely on 46 without any options to get anywhere else to work.</p>
<p>Route #64 Does this route meet your needs? Yes. I start work at 7 am downtown and it is perfect timing. Safety is a huge deal because in the winter the sidewalks are slippery. We have people who are handicapped that can't walk that far. Trying to get the 46 or 89 is totally unreasonable and it will take way too long to get to work. As for getting a seat either way is not reasonable either. Also notifying the riders is abysmal! I pay my taxes, for no bus service. Not fair! Please reduce 2 trips on the 64 for am and pm. No it does not! You have not made a reasonable option for us. Making it to work for 7 am downtown with this plan FAILS for me. Stop it. Advising the public sucked! Not many were aware of this chance to see/hear the changes. It is sneaky and under handed. Your actions remind me of our Prime Minister. Sneaking changes in and not caring about the citizens! Now we have to transfer to downtown too!! I may have either drive or retire!!!</p>
<p>-There are a lot of smashed up bus shelters. We should fix them with smash proof glass. Grafitti is bad but not as bad as smashed shelters.</p>
<p>This new plan is a massive step backwards. I relied on that direct route and now you're making my commute way harder for no good reason. Honestly, it feels like you didn't even consider how real people get to work and school. The 'alternatives' are a joke and add so much extra time. Well, guess I'm driving now. These changes show you don't care about riders in our neighbourhoods. It's shocking how little thought went into this. You're taking away vital service and offering nothing that works. So we just lose our convenient bus with no real replacement? Great. Really feels like our needs were ignored. The changes are brutal. The transfers and extra walking time completely ruin it. This doesn't work for</p>
<p>This is a massive downgrade for our area. The new network feels like it was drawn by someone who's never tried to get to work or run errands here. I'm honestly shocked. It feels like our whole community's needs were just ignored with this plan. The alternatives you're suggesting don't even come close to replacing the direct service we're losing. This just doesn't work for my life. Well, guess I'm buying a car. These changes show you don't care about riders in the north. It's a huge change and the so-called alternatives are useless. Feels like we're being punished for living here. So we lose our good routes and get... longer walks and more transfers? How is that an improvement?</p>

This is a huge step backwards. You're taking away direct, reliable service and telling us to just walk further or transfer more, like that's an equal trade. It's not. Feels like the planners have never actually tried to get to work from here in January. The new network ignores how people in these neighborhoods actually live. So we lose the 3 and get... longer walks and more waiting. Great. Really feels like our community's needs were an afterthought. Honestly, it's discouraging. You're asking us to give up so much for a system that seems worse on almost every practical level. What's the point? This change is brutal. My commute is now impossible without adding another 20 minutes of walking in the

I hate to see the consolidation of routes. I have found utilization to be very high, and I do not see why each community route must be combined. I do support the creation of route 503 as an express bus, though it would be nice to have MAX level stops installed.

The proposed network removes direct access TO DOWNTOWN for people who WORK IN DOWNTOWN. The "proposed" changes removes the convenience that a train doesn't currently provide to people who live in the Panorama or Hidden Valley areas.

This plan is a slap in the face. You've completely gutted our direct routes and expect us to be happy with a longer, more complicated trip. It's clear our daily needs weren't even considered. Honestly, what a letdown. I guess I'll just have to factor in an extra 30 minutes anytime I need to go anywhere now. The so-called alternatives don't come close to making up for what we're losing. This change is brutal. You took away the buses that actually worked for people who live and work here. The new network just doesn't cut it.

Route 53 is always late or doesn't even show up. In fact, it's a major route from Market Mall and it comes every 44 mins in the morning!?!? What is going on?? School kids and employees with jobs take the bus in the morning and The bus is always full... BRUTAL SERVICE!!! Then on my way home, the same thing?? Sometimes it doesn't show up!! 84% on time rate is a joke... The drivers don't report when they are late or stuck and i've had to call CT 3 times to find out where my bus is. Every time they're late and find out where the bus is, the only thing CT does is file a report. What a Useless service. Your report doesn't do anything to improve...seems like I'm just providing lip service. I no longer trust Calgary Transit to get me to work on time. I even park my car near the stop in case the bus doesn't show up. How pathetic is that...? I have to drive to the bus stop just in case the bus doesn't show up... That's a perfect example of a useless bus service.

This is a shocking change that doesn't care about how people actually live. The alternatives don't come close to making up for what we're losing. Honestly, it feels like our whole area got written off. These new routes just don't work for getting where I need to go. So you're basically telling us to drive now? Great plan. I'm resigned to just having a worse commute. The new network clearly wasn't designed with our neighbourhood in mind. The changes are brutal. Losing that direct connection is a huge step backwards and the alternatives add so much time.

This is a massive step backwards. You're taking away our direct routes and offering nothing that makes up for it, especially for people who rely on transit. I guess we just don't matter up here. The new plan feels like we've been completely forgotten. These changes are brutal. The transfers and extra time you're asking for just aren't realistic for daily life.

Maintain bus service of route 142 as-is.

We need the 62 express, and we could use it to work during the day. Not just rush hour

This is a huge step backwards for our community. You've basically made it impossible for me to get to work without adding a ton of extra time and hassle, and calling it an 'alternative' is a joke. Honestly, it feels like you didn't even consider how people actually live here. These changes just don't work for us. So we lose direct service for... what? A longer walk and a bus that comes less often? Great plan. I guess I'll just have to drive

now. Thanks for nothing. It's shocking how little these plans seem to care about the people who actually rely on the bus every day. The replacement routes don't come close to making up for what we're losing.

This is a huge step backwards. You've made it impossible for people in this area to get downtown without multiple transfers, and calling that an improvement is just insulting. So basically, our direct route is gone and we're just supposed to be okay with it? The alternatives don't even come close to making up for what we're losing. I'm honestly shocked. This plan shows a complete disregard for how people here actually live and commute. You didn't listen at all.

This new network is a huge step backwards for our neighbourhood. You've basically cut our lifeline and offered nothing that comes close to replacing it. It feels like our needs weren't even considered. I'm honestly shocked at how bad this plan is for us. The alternatives you're suggesting don't work for getting to work or the grocery store. It's like you want us to just give up on transit. Well, guess I'm driving now. These changes show you don't care about riders in this part of the city. So we just lose our direct route and get longer, more complicated trips? The so-called alternatives add so much time they're useless for daily life. Really disappointed. This plan is brutal for Beddington. You've

This proposal will fit my needs depending on the bus schedule, but it may also make my life worse if the time I need to wait for the bus extends

This new plan is a huge step backwards for our neighborhood. Taking away our direct routes feels like a slap in the face to everyone who relies on the bus to get to work. I guess this is just how it is now. The new transfers and longer walks aren't a real replacement for what we had, but what can you do. Honestly shocked at how little this seems to consider actual people's lives. The alternatives don't even come close to making up for the service were losing.

I love the green line that replaces the 301. But seeing the 64 route might be canceled is dissapointing. It's the only fast bus I can take in the morning to get to work

This is a massive step backwards. You've completely gutted the direct service we rely on, and the alternatives you're offering are a joke. You clearly didn't think about how real people live here. Honestly, I guess I'm just not surprised anymore. Another change that makes my commute longer and more complicated. The so-called alternatives don't even come close to making up for what we're losing. These changes are useless for my daily life. You took away practical routes and replaced them with nothing that works. It feels like you just don't care.

This plan is a total slap in the face. You're taking away the direct routes we rely on and offering nothing but inconvenient transfers that'll add 30 minutes to my commute. Who actually thought this was an improvement? Honestly, I'm just giving up. The new network might work for some, but it completely abandons our part of the city. I guess I'll be driving more. The changes are shocking and show you didn't listen. The 'alternatives' don't come close to replacing what we're losing. This feels like we're being punished for living up here.

I listed all my comments but will say it again, you are adding 30-40 minutes to my commute as it is ... it will now take me 60-90 minutes to get to work. The way these new bus lines (47/46) runs doesn't make sense, as we saw on Wednesday, March 25 with a storm that blew in, buses weren't make it up or down LITTLE hills and causing havoc. You might want to look at the routes you put these buses on and the new route is WORSE. Also with the new look of the 46 and 47 you are causing more congestion on Centre Street. On the morning commute when it reaches the 78 'terminal' you will have 50 people getting off that bus, crossing the street to get on the Max Green. Is the crosswalk able to handle that many people getting off? How many people will get hit by a car, either because they are running across the street to catch their bus or because the sidewalk isn't big enough to accommodate all those people crossing. How are the lights going to work? Are you putting a

longer crossing time? Then you do that and you cause more congestion. Do you have enough space for all these buses that are now congregating on Centre Street, your pull in, is not big enough for a max green, 46, 47, and all the other buses that stop there! Your LOGISTICS team should be fired. WHY DOES EVERY BUS/CTRAIN ALWAYS HAVE TO BE ON THE SAME ROAD! One accident, one incident (weather), one issue causes the whole system to fail! I don't feel that your new routes are fiscally responsible. You are adding more buses that are running all day instead of 3 -62's and 4 - 64's that run in the morning and afternoon... but you will run the 46 more frequently and add a 47 that will run all day, plus the 89 has been change and a longer route, missing whole neighborhoods. So explain how a couple of express buses are not fiscally responsible and yet you add more buses and for longer periods. If you can't figure out where to DeadHead you express buses after they are done then your logistics team needs to be replaced. You are causing more congestion on centre street and you are causing way more people to stop using your poorly logistically planned transit. I would rather spend my money to commute 20 minutes to downtown then sit on a bus for 90 minutes and hope I can get on a transferred Max Green (THAT ARE ALWAYS FULL WHEN THEY GET TO 78TH)

I like the modifications and understand the need to consolidate service as long as frequency for transfers is high.

This new network is a massive step backwards for us. You're taking away direct routes we rely on and offering nothing that comes close to replacing them. It feels like you didn't even consider how people actually live and get around up here. I guess this is just how it's going to be now. The changes are so drastic, and the alternatives you suggest don't work for my schedule or where I need to go. It's really disappointing. This plan is a shocker. It completely ignores the needs of our community. The so-called alternatives add huge amounts of travel time and extra transfers for basic trips.

Make it cheaper, what is my \$4 going towards? Another green line that is going to be reused reduced and then completely recycle the idea. Calgary doesn't care, the board doesn't care because everyone who affords a car wouldn't dare take transit to and from work because the wait times are miserable, lack of bus shelters, lack of crosswalks, hard to access trains without wasting 3 mins walking up the stairs. Plus only some have elevators. Every day I have a new notification about transit delays and I'd rather move away to Edmonton because the system here has failed and one day I won't be able to walk to where I need to because are are always in the way. The Calgary board and everyone involved doesn't know what it's really like to travel solely bus transit not one community over, north to south or east west, good luck getting around if your job isn't directly on the train line. But please feel free to add just one more lane on Deerfoot, it worked terribly the last time but who knows maybe we just need a 6th one while we take away others forms of travel. Who cares if gas goes up I'll take myself where I need to go on my own to feet because I don't count on this city to make it more walkable EVERYWHERE. I shouldn't have to feel luck or guilt because I of all my friends and family am the only one who lives in an area where I'm not controlled by a car

This new network is a huge step backwards for our area. You've taken away direct, reliable service and replaced it with nothing that actually works for people who live here. I guess this is just how it is now. The changes show they aren't listening to the folks who actually rely on the bus to get to work. what a joke. you cut our main routes and expect transfers and longer walks to make up for it? it doesn't.

This new plan is a massive step backwards. You're taking away direct routes that people actually use and replacing them with nothing that works for us. I guess this is just how it is now. The changes mean a much longer commute, and the so-called alternatives don't come close to making up for it. Seriously, who designed this? It completely ignores how people in these neighborhoods actually live and get around. Feels like we weren't even considered.

This is a huge step backwards. You're taking away direct routes people rely on and calling it progress, but the alternatives are a messy, time-consuming downgrade. Honestly, I guess I'll just have to drive more now.

These changes don't actually help anyone in my neighborhood get where they need to go. What a joke. You've made my commute way harder and offered nothing to make up for it. This plan is a failure.

This new network is a huge step backwards for us up here. Taking away our direct connections to downtown and forcing everyone onto transfers shows you didn't listen at all. I guess I'll have to start driving. The new routes don't come close to replacing what we're losing. So we just lose service so other areas can gain? Real nice. This plan is a mess.

See my comments before about removing the 64 and pushing people onto multiple routes.

This new network is a huge step backwards for us up here. Taking away our direct routes to downtown and the university shows you didn't actually consider how people live their lives. I guess this is just how it is now. The so-called alternatives add so much time and hassle, they're not a real replacement for what we're losing. Honestly, it feels like the planners just gave up on our entire area. These changes don't work for getting to work or school, period.

This new network is a huge step backwards for my neighbourhood. Taking away our direct routes and telling us to transfer more shows a complete disregard for how people actually live and commute up here. I guess this is just how it's going to be now. The 'alternatives' don't come close to replacing the service we're losing, so I'll just have to figure it out. You've completely disconnected our community. The changes are shocking and the so-called options don't compensate at all. This feels like a massive downgrade.

This is a huge step backwards for our community. Taking away our direct routes and telling us to just transfer more shows you didn't actually think about how people live here. I guess this is just how it's going to be now, but it's really disappointing. The new plan makes a simple trip way more complicated and time-consuming for us. So you're basically making transit worse for this whole area. The alternatives you're suggesting don't come close to replacing what we're losing.

You are putting working people on buses longer each day and /or forcing people to now drive to locations to avoid long rides. What are the plans for parking?

Way more streamlined and efficient. The current model felt like it was made in a rush to accommodate for Sage Hill, whereas the proposed model accounts for the community very well and accommodates for it as it is: a massive hub. For us Chiefs here in Sage Hill, if we miss the 735, it's over. We miss tons of first period and have to take several busses just to get to class, but the proposed 46/47 lines would give us a proper route to school. If the 123 is being replaced, for service into deeper parts of western Symons Valley communities (Sage Hill, Kincora) to be accommodated would be amazing. If a route were to slightly penetrate Nolan Hill as well, that would be incredibly valuable.

There is a problem with routes in Brentwood area because buses vary in arrivals and departures, especially on Saturdays and Sundays. It is unbelievable to take bus number 82, and when I reach Brentwood bus number 38, it departs within the same minute a minute earlier, and the road becomes longer. I hope there's a solution.

This is such a shocking change, it feels like you didn't even consider how people actually live here. The alternatives don't come close to replacing what we're losing. I guess I'll just have to figure something else out, because these new routes won't get me where I need to go without a huge hassle. You're cutting the heart out of our service and offering bandaids. It's a huge step backwards for everyone in this area.

This is a massive step backwards. You've basically cut off our whole area from getting downtown without multiple transfers and a huge time penalty. What were you thinking? I guess I'm just supposed to be happy with what I'm given, but these changes make my commute way more complicated for no good reason. The

so-called alternatives don't come close to replacing what we're losing. Honestly, it feels like you didn't even consider how people here actually live and get around. This new network just doesn't work for us at all.

Stop hiring brownies who've never seen snow before

This new network is a huge step backwards. It feels like you planned it without ever talking to someone who actually uses these buses to get to work. The so-called alternatives don't even come close. I guess I'm just supposed to be happy with whatever scraps I'm given. These changes show a complete disregard for how people in our neighborhoods actually live. It's pretty disheartening. You've completely broken a system that worked for a lot of us. The replacements are a joke and won't get me where I need to go without a massive hassle. Who is this even for?

This is an absolutely shocking change that completely ignores how people actually live and get around. The alternatives you're proposing don't even come close to making up for the direct express routes you're killing. Did anyone even bother to look at the current ridership numbers before drawing these lines on a map? It feels like a completely blind decision to cut all the express service and just throw in these new, random routes that leave whole neighborhoods stranded. There was zero consultation, and now we're just supposed to accept it.

This is a completely shocking change that shows you don't care about how people actually get around. Cutting all the express routes is a blind decision that cuts off entire neighborhoods. Did anyone even look at how many people use these current routes? The replacements are random and don't come close to making up for what we're losing. There was no chance for us to give feedback on this mess.

This is a massive step backwards that completely ignores how people actually get around. The so-called alternatives are a joke and won't replace what we're losing. Did anyone even look at who's using these express routes now before deciding to scrap them? It feels like you just drew random lines on a map, cutting off whole neighborhoods like Sandstone without even asking us. This is a blind, top-down decision with zero real consultation.

What about route 115 is it on this plan as well or the other plan

You have removed the comment section to the 64 macewan which now after 3 communities this new proposed bus will come into macewan then to transfer onto the max green to get to the downtown core to work...you have now added an hour a day onto my commute (in good weather and if the timing of the 2 busses line up) and now I have to stand in a packed bus for @ 3 hours a day just to get to and from work

This is a complete disaster. You're taking away the express routes that people actually rely on and replacing them with nonsense that cuts off whole neighborhoods. Did you even look at how many people use these current routes? It feels like you just drew random lines on a map without asking a single rider what they need. These so-called alternatives don't come close to making up for what you're destroying.

This is a complete gutting of our service and it's shocking. The alternatives they're offering don't even come close to replacing what we're losing. Did they even look at how many people actually use these express routes before deciding to axe them all? It feels like a blind decision to cut everything and introduce these random new routes that leave whole neighborhoods stranded, all without asking us a single thing.

This is a massive step backwards. You're taking away the express routes that people actually use and replacing them with these random, meandering lines that leave whole neighborhoods stranded. Did anyone even look at how many people use the current buses before drawing these new lines? It feels like a blind cut, not a plan, and there was zero chance for us to give feedback before it was decided.

This is a complete disaster. You're taking away everything that actually works and replacing it with garbage that doesn't go where people need to go. Did anyone even look at how many people use the express buses before deciding to scrap them all? It feels like you just drew random lines on a map, cutting off whole

neighborhoods without even asking us. This is not an improvement, it's a massive step backwards for anyone who relies on transit.

This is a complete gutting of our service. You've taken away all the express routes that people actually use and replaced them with these meandering, useless new lines that don't go where we need. Did anyone even look at how many people ride the current buses before drawing these new maps? This feels like a blind decision made in an office without ever asking the people who live here what we think. The so-called alternatives don't come close to making up for what you're taking away.

This is a massive step backwards. You've cut all the express routes and replaced them with confusing, meandering buses that leave whole neighborhoods stranded. Did anyone even look at how many people actually use these current routes before deciding to blow them up? It feels like a completely blind decision made without any real consultation or chance for us to give feedback. The so-called alternatives don't come close to making up for what we're losing.

For many riders in Macewan and Sandstone the proposed changes are going to lead to longer commute times. While having an all day rapid transit route to the Sandstone Terminal (503) will be beneficial, many users commute during peak time. If they are inconvenienced too much they will find other means of transportation downtown. I have personally spoken to many regular riders of the 64 who are considering using Calgary Transit because of these changes. Please consider the following items: - Missed connections. If a feeder bus (46 or 47) is late getting to the Sandstone Terminal for the 503 that will impact many riders getting to work. - Peak Hours. Will there be increased service during peak hours? Especially on the 503 and MAX Green that people will now be forced to use without the Express buses.

I appreciate your commitment to making transit easier to use for my neighbourhood. I use transit mostly around rush hour, so maintaining more frequent service during that time is important to me. If I miss a bus, it's assuring to know one is coming in 10-15 minutes rather than 30-40.

I hope the frequency would be reasonable so we don't need to wait a long time (especially in winter).

This is a shocking change that completely ignores how people actually live here. You're cutting all the express routes and replacing them with random, winding routes that leave whole neighborhoods stranded. Did you even look at current ridership numbers before drawing these lines? There was zero consultation, and these alternatives don't even come close to compensating for what we're losing. This feels like a blind, top-down decision.

This is a massive step backwards. You've gutted all the express buses that actually get people downtown and replaced them with a confusing mess that cuts off entire neighborhoods. Did you even look at how many people use the current routes before drawing lines on a map? It feels like a total blindside with zero thought and no chance for us to give any input.

This is a complete disaster. You're cutting the express routes that people actually use and replacing them with random, disconnected routes that leave whole neighborhoods stranded. How is anyone supposed to get to work? Did you even look at how many people use these current buses before drawing new lines on a map? This feels like a blind cut, not an improvement, and we had zero say in it.

The cancellation of 142 bus is definately not helping my communter in the morning and after work.

This is a terrible plan that shows a total disregard for how people actually live here. Cutting every express route is a blind, shocking change that leaves us with no real alternatives. Did anyone even look at how many people use these buses now? Feels like you just drew some random new lines that cut off whole neighborhoods without bothering to ask us anything.

This is a massive step backwards that completely ignores how people actually live here. The alternatives you're offering are a joke and don't come close to replacing the service you're taking away. Did anyone even bother to look at who's actually using these express buses right now before deciding to scrap them? It feels like a totally blind decision to just delete all the express routes and throw in these new random ones that leave whole neighborhoods stranded, all without asking a single person who lives here what they think.

While I will miss the flexibility of having alternate options available like the 88, the proposed changes will overall impact my travel for the better.

More time added, taking away access to the ctrain and no access into the downtown core

You will have the same number of people commuting to work - hopefully you are able to run enough buses for them because downtown parking is very expensive and limited. If the 62 runs 3x twice per day why not cut one of those instead of this proposed change that will affect so many and inconvenience all?

This is a completely shocking change that just ignores how people actually live. The alternatives you're throwing out there are a joke and can't make up for the direct express routes you're killing. Did anyone even bother to look at how many people use these buses now before drawing new lines on a map? It feels like a blind decision to cut every express route and replace them with these random, winding ones that leave whole neighborhoods stranded, all without even asking us.

Increase the cleanliness and discipline inside the bus There are lots of students and drug home less people alcoholic travelling Slow the speed some drivers drive very speed in bus One bus driver asian how stopped the bus in a stop and went to take coffee and spoiled my day He was not there for 10 mins Monitor these activities and fire them Reduce the cost of the price 4 dollars is too much for a simple ride In down town there is free ctrain station but not in the bus. Bus expenses should be tax rebated More cycle stacking options Average salary has not increased since 4 years How can you increase the fare of bus? Company does not pay for the transit cost just

This is a completely out of touch plan that throws our whole area under the bus. You're axing every express route that people actually rely on to get downtown, and these weird new routes just strand entire neighborhoods. Did you even look at how many people use the current buses before drawing these random lines? This feels like a blind cut, not an improvement, with zero chance for us to give feedback before it's a done deal.

This is a complete disaster. You're cutting all the express buses that people actually rely on, and replacing them with these random, meandering routes that leave whole neighborhoods stranded. Did you even look at how many people use the current routes before making this blind decision? It feels like there was zero analysis and absolutely no chance for us to give feedback on a plan that totally ignores our needs. The alternatives you're offering don't come close to making up for what you're taking away.

This is an absolute disaster of a plan that completely ignores how people actually live here. You're taking away all the express routes that people rely on, and your so-called alternatives don't even come close to making up for it. Did anyone even bother to look at how many people use the current buses before drawing these random new lines? It feels like a blind cut that just severs whole neighborhoods without anyone asking us for a single bit of feedback.

Transit in this city is abysmal. Constantly late, constantly having to change routes because of snow. We live in Canada god damnit. If the transit system cannot manage a foot or 2 of snow there is something seriously wrong. Grade school kids are constantly having to use the public system because they can't afford to take a school bus. The C-train is just as bad. It'll take 10 minutes or more for trains to arrive. Not to mention the

<p>escalators are constantly shutting down at the stations. There's no way to justify a 4 dollar price tag on tickets with a system so unreliable. Most expensive transit system in Canada by the way. What a joke.</p>
<p>This is a complete disaster for our area. You've cut every express route we rely on and replaced them with random, disconnected services that leave entire neighborhoods stranded. Did anyone even look at how many people use these buses now before deciding to scrap them? It feels like a blind, top-down decision made without a single thought for the people who actually depend on this system. These new routes can't possibly make up for what you're taking away from us.</p>
<p>This is a complete disaster. Taking away all the express buses that people actually use is a huge mistake. What were you even looking at when you made this plan? It feels like you just threw a dart at a map to draw these new routes, leaving whole neighborhoods stranded. Did you even bother to check who rides these buses now? There's no way the slower, winding alternatives you're proposing can replace what we're losing. This whole thing was done in the dark with zero chance for us to give input.</p>
<p>This is a complete slap in the face to everyone who relies on transit up here. Getting rid of all the express buses is a blind decision that cuts us off from downtown with no real alternative. Did you even look at how many people use these routes now? This feels like a random, shocking change made without any consultation, just ignoring what actual riders need.</p>
<p>This is a complete disaster. You're cutting every express route we rely on and replacing them with random, useless routes that cut off whole neighborhoods. Did you even look at how many people use these buses now? This feels like a blind decision made without any real analysis or asking the people who actually ride the system what we need. These alternatives don't come close to making up for what you're taking away.</p>
<p>This is a brutal plan that shows a total disconnect from how people actually live here. You've gutted all the express buses that get us downtown and replaced them with these weird, winding routes that leave whole neighborhoods stranded. Did anyone even look at how many people use the current routes before drawing these new lines on a map? It feels like a blind, top-down decision made with zero public input, and the so-called alternatives are a joke compared to what we're losing.</p>
<p>This is a complete disaster. You're taking away all the express buses we actually use and replacing them with routes that don't even connect our neighborhoods. Did anyone even look at how many people ride these current routes before deciding to scrap them? It feels like a blind, random cut made without any real consultation with the people who rely on this service every day. The alternatives you're offering are useless and don't make up for what you're destroying.</p>

Route 2 - Mount Pleasant/ Killarney 17 Ave SW

<p>Increase frequency and expand service span</p>
<p>Direct service to 78 Ave Terminal from 4 St would be nice.</p>
<p>Fantastic update, I like the more direct routing</p>
<p>Love the more direct routing</p>
<p>I like it. Going straight up 4th st without the detour gets me straight to the grocery store.</p>
<p>I use it to get too and from work. It's my only way to do so. Please don't get rid of this route</p>

I know that part of the route have extreme weather announces, but is ridiculous that after 1 centimeters of snow they cancel the stops. There's times when there isn't any notice on the transit app and the bus won't go up hills.

To whom it may concern, I am writing to express my strong opposition to the planned changes to Route 2 - Mount Pleasant/Killarney 17 Av SW, which currently serves Huntington Hills. As a resident of this community for close to forty years, I was deeply concerned to learn that our only fixed-route transit link is slated for removal. I've been riding the Route 2 ever since we moved to Huntington Hills. I've used it to get to school and work, and other appointments, errands, and events. While I understand the city's goal to optimize resources through the RouteAhead plan, the removal of the Route 2 service from my area creates several critical issues that a standard survey may not fully capture: Lack of Viable Alternatives: For many in our neighbourhood, the suggested alternatives involve a 20-minute walk to the nearest stop or results a commute that doubles in time. This is not a reasonable trade-off for those of us who rely on transit for work and essential services. Accessibility and Safety: Removing this route disproportionately affects residents with mobility issues, seniors, and students. In Calgary's winter climate, asking residents to walk long distances to find the next available connection is a significant safety concern. Contradiction of City Goals: The City of Calgary has repeatedly stated its commitment to climate action and reducing car dependency. By removing the only bus in this area, the City is effectively forcing residents to purchase vehicles, increasing local traffic and carbon emissions. I am aware that the new Route 46 - Beddington will be replacing the Route 2 on Hunterview Drive, but adding a third bus to my current commute is not viable. There's currently nothing on your website about the level of service that will be provided by the new Route 46. Will it be regular buses that run seven days a week, or shuttles only during rush hours on weekdays? If it's the latter, and there's no service on weekends, I will be stuck at home with no means of getting around. I do not own a car, and Calgary Transit is my only way to get to work. I'm an accountant, and I work nights and weekends during tax time. This could mean lost hours for my firm's clients. And when there's another snow event, it's a certainty that the Route 46 won't be running on Hunterview Drive, so I will still need to walk to the 78th Avenue terminal to catch any bus, or walk uphill when trying to get home. I can easy see the cancellation of the Route 2 turning my usual two-bus 45-minute commute into a three-bus 90-minute one. I request that Calgary Transit reconsider this cancellation and instead look at reducing frequency during off-peak hours or implementing on-demand service rather than a total service vacuum. Public transit is a public service, not just a business. I ask that you value the mobility and connectivity of our community over statistics alone. Sincerely, Jason Montgomery 16 Hunterquay Pl NW Calgary AB T2K 4T7

Currently meets my needs but if the proposed changes are implemented, I will now have to take two buses to get to downtown instead of only having to take one or walk 30 minutes to get on the bus.

This bus should just service Mission to Signal Hill ^_^

The snow detours are never lifted when they should be like when the roads are clear

Runs fairly frequently, but is often full.

The deletions in Hunterhorn will leave residents doing an unpleasant walk in the winter, but given CT's recent penchant for automatic detours whenever 3 snowflakes might fall (eg. 38 in the first 2 weeks of March) I suspect the residents are walking already when the weather is worst. As a retired CT operator, trust me I understand detours during blizzards, but there's absolutely NO EXCUSE days later when the roads are only wet and bare. Transit's inability to deal with informing their customers is mind boggling! Try sending your staff out to properly sign the stops you close instead of doing ridiculous drivers checks. No orange sign, no notice posted, no info on the app which sent the tourist and me to the closed stop. Even the drivers weren't sure what was going on (yes, I saw!). As always (at least for the last 30 years), too many chiefs not enough Indians....

This is very good route. It gets me to out-of-the-way places.
It runs frequently and reliably. Quite happy.
It runs frequently and reliably. It would be nice if it ran past Superstore at the top of 4th though. It's extremely inconvenient for me to have to walk 5 blocks each way to go there. I have mobility issues.
This route needs to continue to stop along 4st at between 17 and 20th Avenue to service the community of mount pleasant
I mostly use this route to get to Beddington Towne, downtown or the 78th Ave terminal to catch the Max Green to Country Hills.
The indirect route there does not make the most sense to get to 17th - why is it labelled as so? 17th is a focal point and the heart of the city. It takes far too long to get there. Or it should not be labelled as 17th ave if it mainly offers a 4th street options.
I'm grateful for service along 4 street NW
It's a great route, the buses are pretty clean and mostly on time.
If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.
So busy
Additional NB and SB frequency for the 2 during morning and afternoon rush hour would be appreciated. In the morning the 2 is infrequent enough that it makes more sense to walk to Centre street from at least as far away as 5th street NW. The timing stop north bound on 2 Street NW immediately after crossing 16th avenue is a frustrating point for a timing stop. 16th avenue is a long light cycle, then the bus waits again immediately after crossing the intersection. Any solution to get the North bound bus out of mixed traffic in the afternoon rush hour between 12th avenue and 16th avenue NW would be incredible. Even a couple blocks would make a difference.
I wish route 2 will extend from berskshire blvd to downtown
I live in Hunterburn Hill NW and frequently use stops 4877 and 4872 to go to downtown for work. It'll be very difficult to change buses to go to downtown.
Faster commute from Mount Pleasant to downtown travel down from 4th street NW to downtown
This one isn't really a yes or no answer for me. Taking away the loop around the Beddington Towne Centre is worse for me. It's about a 10 minute walk for me to the corner of Bergen Rd and Bermuda Dr, but it will be a 20 minute walk to the 78th Ave terminal (which I would still likely choose to do rather than taking a bus to connect). But I would like to see that little loop stay. It also helps turn the bus around AND it will be easier to pick people up from the mall.
It's not convenient for residents living around that area
Please keep this route to its current route, I enjoy it a lot for visiting a close friend of mine
Way smarter than the current route.
Increase frequency and expand service span

Route 46 - MacEwan

This route tries to serve far too many purposes in a single route. It does not provide a transfer point to Sandstone Terminal, requiring a significant walk to get there. It also does not easily transfer to 78th Avenue Terminal, requiring travel in the opposite direction both going to and from MacEwan. There is also the odd spur in east Beddington that makes this route incredibly circuitous and inefficient overall.

Apologies if I am reading the map wrong but I am not sure how service in Beddington is affected by these changes (if at all). Will there still be service in the community itself?

This comment is more so for the lack of North Central transit having a connecting route to communities west of Shaganappi Trail. There are destinations within Edgemont, Hamptons and beyond to Crowfoot that is currently challenging to reach via current transit routes. The proposed routes for the North Central TSR doesn't address this. As nice as it is for Route 46 to reach Sage Hill, the proposed Route 47 and 503 would take customers to that area. It may be better served if the proposed Route 46 actually went on Country Hills Blvd to serve Hamptons/Edgemont communities once it goes through Hidden Valley. The route could either end at Dalhousie Station, or continue down Country Hills to end at Crowfoot Station. If Route 46 is to be implemented as proposed, transit should design a new route, or extend Route 100 to serve Country Hills communities between Crowfoot Station to North Pointe Terminal.

I am confused, as this map implies it will travel both north and south. I say because I am used to this route traveling in a clockwise direction. In addition I know the 32 turns into the 46 and vice versa, so will that still happen? Or will new buses be implemented for it, or will the 32 be re-aligned? Aside from those logistics questions. I like the new route, I like how it connects sage hill to 78 Ave. Terminal, and how students who attend the three schools in close proximity to each other (Diefenbaker being one of them) can commute easier. I will however say I feel the connection to Bedford dr. is a bit janky as it still is only in one direction. But it is better than the existing 46 route through Bedford drive. Overall positive realignment of the 46

Im happy to see another connection up to Sage Hill, as well as a better connection from West Hidden Valley to a MAX Green Station. That said, I kinda wish that the 46 and 47 switched their south legs, considering that East Hidden Valley already has a direct connection to Sandstone and Beddington via the 503.

From Evanston I would have to take the 115 to access this route but it would help high school students and everyone a lot to go to John G Diefenbaker HS, The thornhill aquatic facility, and more. Such as TLC students attending Dr JK Mulloy School.

Very long route, we need to make sure stop spacing is effective and not too frequent.

What is this route? Why does it go in so many circles and doesn't even connect MacEwan to Sandstone. This route will take forever to get nowhere.

I like the idea of splitting up the existing 46 into 2 2-way routes. I believe the area of which the current route serves requires more service than currently met. So the new 46 is a nice new take on it. I am confused on how it will tie into the 32 however, as currently each route turns into each other at 78 Ave. But to answer on the

<p>topic of just the route, I do like how it passes through multiple communities, making sure people can easier get to places like school, work, or make connections at other transit hubs.</p>
<p>It is just unnecessary because if you change the routing, people cannot go to the schools they need to go since 123 serves the kincora area and most likely brings the high school students to Notre Dame Or North Trail but if this happens, then they would probably have to go back to ride the MG just to go to school since it will go to 78 Ave Terminal.</p>
<p>Transfers coming into downtown will be extremely congested. The 62 alone is already standing room only. Are we expecting a full bus worth of people headed to downtown to transfer onto the Max green?</p>
<p>This is not direct bus and stops are far from my house</p>
<p>DO NOT GET RID OF THE 62.</p>
<p>Would prefer a direct route from Hidden Valley to downtown in am and pm</p>
<p>I don't live on the road serviced by the 46, but I can see it being useful for those who do.</p>
<p>This route does not cover the north side main road.</p>
<p>It's not even traversing through Hidden Valley. If you expect me to drive and park at a station shown on its route map, I might as well just drive to work. Is this a joke? You all increase service rates but kill off routes or find ways to "make them more efficient." This is garbage.</p>
<p>If the 2 is not going to stop along Hunterview Drive, the 46 should be stopping along the same route to compensate.</p>
<p>As a partial replacement for the 62 this is extremely disappointing. I am assuming we would now stop everywhere as we wind our way through Beddington and then have to transfer when we are still a long way from downtown. If I continue to take transit downtown for work I will probably, for the sake of time and effort, find a different way - like driving to a terminal with parking so I can get on a reliable direct route and get to work on time. This route is NOT a replacement for the 62 at all.</p>
<p>Only hits the lower half of Hidden Valley adding a 10-15 min walk to my commute to access the bus. In winter this will be longer due to weather and conditions. I will then need to change buses to get downtown for work. The commute will go from being 30-40 mins to being over an hour with this suggested change. My current bus (62) is full all times when I ride with all seats taken and people standing. I do not see the benefit of removing this route and combining it with other neighbourhoods.</p>
<p>Looks like a good replacement for the 123</p>
<p>I work downtown and this bus is slow, unreliable and takes way too long to get from center street to my stop and doesn't run often enough. It should not take 30-40 minutes to get me to somewhere where I can connect to buses</p>

I HATE THE 123 DOWN WITH THE WITCH
Transferring on center street is concerning - do the connection times line up? will the green line have capacity for an entire bus worth of people to load on? Will it be a designated line with an assigned driver?
Too many stops to get to Center Street. Frequency and reliability of on time service.
The route in Sage Hill is very limited and the route followed ignores a lot of areas of the community that are almost in dead zones. Areas like Sage Bluff are still completely ignored, you could extend the route along 144 Ave then have it turn south on Symons Valley Drive before turning west onto Sage Bluff Blvd, then South on Sage Bluff Drive, then West onto Sage Bluff Gate before south into Sage Hill Drive and reconnecting with the route there. In this case people who live in this community don't have a huge hill to walk up and then when you need a snow detour you close the stops in this area due to the hills. The route that is proposed for Sage Hill is still the original route from when it was a smaller community and needs some review.
it is a little meandering and slow connecting to max but it covers the subdivision.
What are the route times? How often will this run? There is no stop at the sandstone station. This route only services the SW corner of Hidden Valley
The 46 would be the closest to my house this it does not bring me fast enough to 503. Unclear what the frequency and time it will take me to get in downtown.
Replacing express route 64 and 62 will create hardship for commuters working downtown, increasing travel time and creating more congestion on alternate routes. This will definitely force riders to chose alternate options including driving, thereby causing more issues during rush hour traffic.
It is confusing after the bus come to Sandstone. How is the routing going to be? Same or any changes? How often will the bus going to run? It does not mention at all!
As a feeder bus to get to Centre Street, the #46 route more or less fulfills this need; however, regardless of how many routes or times there are on Centre street, the difficulty is in getting there. If the only route in MacEwan is the #46, there are only two times an hour to get to Centre Street. This becomes important during the morning commute. In addition, getting to Centre Street does not guarantee a smooth transfer. With the absence of the commuter buses in the morning. The added passengers waiting for the buses to the city centre will have an even more difficult time getting a bus as these buses often arrive at the Centre street terminal already full. The express buses provide the option to get on a single bus, no transfer, and arrive downtown much more quickly. In addition, those waiting for a bus at the Centre Street terminal have a better chance to get on a city centre bus faster
64 picks me up and drops me off downtown. Transferring off 46 to another BUS will be harder than getting on the LRT (except at the far end). Plus the route is so long and how many stops? What time will I have to leave and when will I come home?
If there is still a stop on 14th Street NW and Berkshire Blvd NW, this meets where I need to get off. Not sure how much longer it will take to get there with the proposed changes as the route appears longer now

<p>You are adding more people onto an already packed bus and adding time to the daily commute. The 64 is efficient with feeding multiple communities and has the most riders for an express bus. Why mess with this.</p>
<p>If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.</p>
<p>Not feasible during peak hours. Many stops to get to Max Green which is typically full at 78th Terminal in the morning. This will double transit time at least. I will look to commute via car to downtown and no longer take transit.</p>
<p>Bus stop will be too far from my home. Leaving just one bus to take which is not good.</p>
<p>Taking this bus would cause me to walk an extra 10min each trip every day and increase my commute from a 1/2 hour to easily over an hour. This is unacceptable</p>
<p>This would add far more time to my commute. I have a young family, I can't be away from them for even more time.</p>
<p>It good for me as well</p>
<p>Route 46 would require me to change buses. I take the route 64 everyday and the bus is consistently full. No changes are required to this route. Please don't cancel route 64.</p>
<p>You are adding an extra 30-45 minutes to my commute downtown in the mornings and evenings IF YOU CATCH THE TRANSFER. It is not acceptable to increase my commute time when an express bus has 3 buses in the morning and 3 at night (62 Hidden Valley), but yet you will spend more money having more 'community' buses running. The math doesn't work</p>
<p>This service route provides me with a reliable way to get to my home from work</p>
<p>It seems likely that there will be many days when I would be required to stand since both hidden valley routes service other communities first. This would change my current riding scenario from sitting to standing for over 30 mins. Not ideal, but would technically meet my needs. I can foresee an increased frequency for me to drive and find parking to avoid the inconvenience.</p>
<p>I need to get to SAIT. I have to take the 46 to Centre street. The new route will take longer to get to Centre street. From there I can either go all the way downtown and take the train back or get off on 16 th Avenue and hope to catch a westbound bus. These are two options that mean a 90+ minute ride with no guarantees that the connections will run smoothly. My only other option is the #89 which is only in the early morning and later afternoon.</p>
<p>46 does not go to downtown, 64 is convenient for all needs. I always see the bus full. It absolutely makes no sense to cancel the limited 64 service</p>
<p>I use this route for daily commute, please don't cancel it</p>

This doesn't go to downtown
Don't cancel 64 as I need to commute to work in downtown
Doesn't go-to downtown
it does not get to downtown like 64 , need to switch buses costing time and effort , absolutely no regard
Route 46 doesn't go downtown like the 64 did. Without express buses, I have to transfer just to get downtown which is really inconvenient.
Route 46 doesn't go downtown like the 64 did. Without express buses, I have to transfer just to get downtown which is really inconvenient.
Bring back the 64! The 46 is useless for anyone who works downtown since they killed the express buses. Now I'm stuck wasting time transferring for no good reason. Honestly, just exhausted by this. Used to be one bus downtown, now it's two. Feels like the service gets worse every year. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options means a forced transfer, which adds significant time to my commute.
Route 46 is useless for getting downtown. I used to take the 64 straight there, now I'm stuck waiting for a second bus every single morning. What a waste of my time. Having to transfer just to get downtown makes my commute way longer. I'm already tired before my day even starts. The 46 doesn't go downtown. With the express buses gone, I have to take two buses now instead of one. It's just less convenient.
Bring back the 64 or at least have the 46 go downtown. Now I have to waste time transferring when I just want to get to work. I'm so tired of having to add an extra bus and wait just to get downtown. The old route was way more direct. The change to route 46 means an unnecessary transfer for anyone going downtown, which adds a lot of time to the trip. It's not efficient.
Bring back the 64. The 46 is useless if it doesn't go downtown, and now with no express buses either, it's just a waste of time. I'm so tired of having to transfer just to get downtown. The old 64 was direct, the 46 just adds an extra step and more waiting in the cold. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 means I now have to take two buses for a trip that used to be one.
It's so frustrating that the 46 doesn't go downtown anymore. Getting rid of the express buses and changing the 64 means I have to waste time transferring every single day. I'm just so tired of it. Now I have to take two buses just to get downtown for work because the 46 doesn't go there. The route 46 doesn't meet my needs because it doesn't go downtown like the old 64 did. With the express options gone, this just adds an unnecessary transfer to my commute.
It's so frustrating that the 46 doesn't go downtown anymore. The old 64 was perfect, and now with the express buses gone, I have to waste time transferring just to get to work. I'm just tired of it. The change from the 64 to the 46 means I can't get downtown directly anymore, and adding that extra transfer makes my commute so

much longer. The route 46 doesn't meet my needs because it doesn't serve downtown. Removing the express option and changing from the old 64 route forces an unnecessary transfer for core commuters.

Used to take the 64 straight downtown. Now the 46 just dumps me at a station and I have to wait for another bus. It adds so much time to my commute. Why did they get rid of the express options? Now I'm stuck transferring just to get to work. The whole point was a direct route. Honestly, I'm just tired of the extra transfer. The 46 doesn't go where most people need to go, which is downtown. It feels like a step backwards. The 46 is useless if you work downtown. Bring back a direct route from this area.

Route 46 is useless to me now. I used to take the 64 straight downtown, but now I have to waste time transferring because they got rid of the express too. This change just made everything worse. I'm so tired of this. The old 64 got me right to work. Now with the 46, I have to plan an extra 20 minutes just to switch buses. It's exhausting. The route 46 doesn't go downtown. Since the express buses were removed, this forces an unnecessary transfer for anyone needing to get to the core. The previous routing was more direct and efficient.

Why did you get rid of the 64? Now the 46 just leaves me stranded, forcing me to transfer and adding like 30 minutes to my commute downtown. This change is terrible. I'm so tired of having to switch buses just to get downtown. The old route was direct. Now with the 46, my commute is way longer and more complicated. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express option means I now have to take two buses instead of one.

Removing the 64 and changing the 46 routing is very negative for MacEwan commuters.

Route 46 is useless for getting downtown. I used to take the 64 straight there, now I'm stuck waiting for a second bus every single morning. This change just makes everything longer and more annoying. Honestly, I'm just so tired of this. First you take away the express buses, now the 46 doesn't even go downtown. It feels like my commute gets worse every year and I'm just wasting my life transferring. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 means a forced transfer, which adds significant time to my trip. It's an inefficient route design.

Bring back the 64. The 46 is useless if I still have to get on another bus to get downtown anyway. Honestly I'm so tired of having to transfer now. The 46 doesn't go downtown and the express buses are gone, so my commute takes forever. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing from the 64 just added an extra transfer for no reason.

Bring back the old 64 route! Now the 46 just dumps us at the station and we have to scramble for another bus downtown. It's a huge step backwards. Honestly, it's just exhausting. With the express buses gone too, getting downtown now means a transfer every single time. What used to be one simple trip is now a hassle. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the route just means an extra transfer, which adds a lot of time to my commute. I'm so tired of this. First you take away the express buses, now the 46 doesn't even go downtown like the 64 did. My commute is twice as long now for

The 46 is useless now. Why would you cut the downtown express and not replace it? Now I have to waste time transferring when the 64 went straight there. I'm so tired of having to add an extra bus just to get downtown. The old 64 was perfect, now everything takes twice as long. The 46 doesn't meet my needs

because it doesn't go downtown. Removing the express options means a forced transfer, which adds significant time to my commute.

The 46 is useless now. Why would I want a bus that doesn't even go downtown? I used to just hop on the 64 and be done with it. Just exhausted by this. I have to add an extra bus and wait just to get downtown since the express got cut. It turns a simple trip into a whole ordeal. The route change doesn't work for me. Removing the express buses and having the 46 not go downtown means I'm forced to transfer, which adds a lot of time to my commute.

Route 46 is useless for getting downtown now. Why did you get rid of the express buses and change the 64? Now I have to waste time transferring every single morning. I'm so tired of this extra transfer. The old 64 took me straight downtown, now the 46 just leaves me stranded at a station. It adds so much unnecessary time to my commute. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to take two buses instead of one, which is inefficient.

Route 46 is useless if you need to get downtown. Why did they take the express buses away and leave us with this? Now I have to waste time transferring when the old 64 went straight there. I'm so tired of having to plan an extra 20 minutes just to transfer downtown because the 46 doesn't go there. The old route was so much simpler. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options means a forced transfer, which adds significant time to my commute.

Route 46 is useless now that it doesn't go downtown. Getting rid of the express bus and changing the 64 just means an extra transfer and a much longer commute. Really frustrating. I'm so tired of having to transfer just to get downtown. The old 64 was direct, now with the 46 I have to add another bus and it takes forever. The route 46 change doesn't work for me. It doesn't go downtown anymore, and with no express options, I'm forced to take two buses instead of one.

Bring back the 64. I used to get downtown in one shot, now I have to transfer and it adds like 30 minutes to my commute. This is so frustrating. Honestly, I'm just tired of it. Had to stand in the cold for 20 minutes waiting for a connection because the 46 doesn't go downtown anymore. It's exhausting. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the route just means an extra transfer and a much longer trip for me. This is ridiculous. You get rid of the express buses and now the 46 just abandons us? How is this an improvement? I'm late for work constantly. I rely on the bus

Bring back the 64 or make the 46 go downtown. It's ridiculous that I have to add another bus and wait just to get to work now. I'm just so tired of having to transfer when the old bus took me straight downtown. This change has made my commute way longer. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to take two buses every single time.

The 46 is useless since it doesn't go downtown anymore. Getting rid of the express buses and forcing a transfer just makes a long commute even longer. I'm so tired of having to switch buses just to get downtown. The old 64 was direct, now everything takes twice as long with the 46. Route 46 doesn't meet my needs because it doesn't go downtown. The removal of express options means a mandatory transfer, which is inefficient.

Route 46 is useless for getting downtown. I used to take the 64 straight there, now I'm stuck transferring and it adds like 30 minutes to my commute. Really frustrating change. The removal of the express bus plus this

route change means I have to take two buses just to get downtown. It's exhausting and makes me not want to bother going at all. Used to be simple with the 64. Now the 46 doesn't go downtown, so I have to transfer every single time. Just a worse service.

Bring back the 64. The 46 is useless since it doesn't go downtown and now I have to waste time transferring. This change made everything worse. I'm just so tired of having to add an extra bus and wait just to get downtown. The old route was so much simpler. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 forces an unnecessary transfer, making my commute longer.

Route 46 is useless for getting downtown. Why did you get rid of the 64 and the express buses? Now I have to waste time transferring when I used to have a direct ride. I'm so tired of having to take two buses just to get downtown. The 46 doesn't go where people actually need to go. It adds so much extra time to my commute. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to transfer, which makes my trip much longer and less reliable.

Route 46 is useless for getting downtown now. Why did you get rid of the 64? Now I have to waste time transferring at North Pointe, and it makes my commute way longer. I'm so tired of this transfer. The old 64 took me straight downtown, but now with the 46 and no express buses, it's just extra hassle every single day. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express option and changing from the 64 means a forced transfer, which is less direct and takes more time.

Bring back the 64. The 46 is useless if it doesn't go downtown, now I have to waste time transferring when I just want to get to work. Honestly, I'm so tired of this. First you cut the express buses, now the 46 doesn't go downtown either. Getting downtown from here just keeps getting harder. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 means an extra transfer every single trip. It's a worse service.

Bring back the 64 or make the 46 go downtown. It's ridiculous that I now have to add an extra bus and 20 minutes just to get to work. I'm so tired of transferring. The old 64 went straight downtown and now nothing from this area does. It just makes a long day longer. Used to be a one-bus ride downtown, now it's two. The 46 doesn't help me if I still have to get off and wait for another bus.

Bring back the 64! Route 46 is useless now that it doesn't go downtown. Why do I have to transfer and waste my time? I'm so tired of having to get off the 46 and wait for another bus just to get downtown. It adds so much extra time to my commute. The 46 doesn't meet my needs because it doesn't go downtown anymore. With the express buses gone, I'm forced to make a transfer I didn't have to before.

It's so frustrating that the 46 doesn't go downtown anymore. I used to just hop on the 64 and be done with it, but now I have to add another bus and a bunch of extra time just to get to work. This change makes no sense. I'm just so tired of having to transfer. The old 64 was direct, now with the 46 and the express cuts, my commute is way longer and more complicated. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express buses and changing the 64 means I'm forced to take two buses for a trip that used to be one. It's less convenient.

It's so frustrating that the 46 doesn't go downtown anymore. I used to just hop on the 64 and be done with it, but now I have to waste time transferring. Why make it harder for us? Just tired of having to add an extra bus

and wait just to get downtown. The old 64 was direct and now everything feels slower and more complicated. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the route means a forced transfer, which adds significant time to my commute.

The 46 is useless for getting downtown now. Why did they take away the express buses and leave us stuck transferring? It just adds so much time to my commute. Honestly, I'm just tired of it. The old 64 went straight downtown, but now with the 46 I have to plan for an extra transfer every single day. It's exhausting. Fact is, the 46 doesn't meet the needs of this area. Removing the express option and not having it go downtown means a longer, less reliable trip for everyone here.

Route 46 is useless since it doesn't go downtown anymore. You got rid of the 64 and the express buses, so now I have to waste time transferring. It's a huge step backwards. Honestly, I'm just tired of it. Changing from the 46 to get downtown adds so much extra time and hassle to my commute. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express options means a forced transfer, which is less direct and takes longer.

Bring back the 64 or at least have the 46 go downtown. I'm so tired of having to transfer and wait for another bus just to get to work. This change just makes my commute longer and more annoying. I used to just hop on one bus to get downtown. Now I have to plan around a transfer, and if I miss the connection I'm late. It's a hassle. Why did you take away the express options and then cut the 46 short? Getting downtown from here is now a two-bus ordeal every single time. Not impressed. Honestly, just exhausted by this. The old route worked. Now my commute is fragmented and less reliable. Please fix it. It doesn't go downtown. That's the

Route 46 is useless for anyone trying to get downtown. Why did you get rid of the 64? Now I have to waste time transferring when I used to have a direct ride. This is so frustrating. I'm just tired of it. The old 64 took me straight downtown, but now with the 46 and no express buses, my commute takes forever with that extra transfer. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to take two buses for a trip that used to be one.

Route 46 is useless now that it doesn't go downtown. Getting rid of the 64 and the expresses just means I'm stuck waiting for a second bus every single morning. What a waste of time. Honestly, I'm just so tired of the extra transfer. The old 64 took me straight downtown, now I have to add another 20 minutes just to switch buses. It's exhausting. The route 46 change doesn't work for me. It doesn't go downtown anymore, so I have to transfer, which makes my commute longer and less reliable.

Bring back the old 64 route! This new 46 is useless because it doesn't go downtown at all, so what's the point? Now I have to waste time transferring when I just want to get to work. Honestly, I'm so tired of this. First you take away the express buses, now the 46 doesn't even go downtown. It just adds an extra leg to my trip every single day. The 46 doesn't meet my needs because it doesn't go downtown. Removing the express buses and changing the route means I'm forced to take two buses now, which is less convenient.

Bring back the 64! The 46 is useless if I have to get downtown for work. Now I'm stuck transferring and it adds like 20 minutes every single day. I'm so tired of this. The 46 doesn't go downtown, and with the express buses gone, my commute is just a mess of waiting and transfers now. The route 46 doesn't meet my needs because it doesn't service downtown. Removing the express options means a forced transfer, which is less direct and takes longer.

Used to take the 64 downtown no problem. Now the 46 just leaves me stranded at the station, and with the express buses gone too, it's just an extra pointless transfer every single day. Honestly, I'm just so tired of having to change buses. The 46 doesn't go downtown, and now nothing from here does. It adds so much time to my commute. Why does the 46 not go downtown anymore? Removing the express buses and changing the 64 means I have to transfer twice most days. It's way less convenient.

The changes to the 46 have made an already slow and long bus ride into an even slower, more pointless bus ride with stops through multiple communities that should be split into multiple buses. By making the new 46 not even go to Sandstone terminal makes transit slower by forcing riders to ride all the way until 78th Ave instead of using the 3 at Sandstone terminal. Despite the 46 already being an incredibly slow bus ride that takes long to connect to any meaningful routes, it is now even longer and harder for riders to get anywhere meaningful.

Route 46 is useless now. Why would you take away the direct downtown bus from this whole area? Now I have to waste time transferring because you got rid of the express buses too. Just so tired of the extra transfer. The old 64 got me downtown straight from Sandstone. Now everything takes longer and it's a hassle. The route change doesn't work for commuters. Removing the express option and having the 46 not go downtown means an unnecessary transfer for anyone working in the core.

Bring back the 64. The 46 is useless if it doesn't go downtown, now I have to waste time transferring. This change made everything worse. Honestly, I'm just tired. Getting downtown used to be one bus, now it's a whole project with the 46 and then a transfer. It adds so much time to my commute. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 means I'm forced to take two buses instead of one.

If the City of Calgary thinks that Route 46 is going to solve all the problems of closing Routes 62, 64 and 89 in the MacEwan-Sandstone area, they are gravely mistaken. Route 46 will now be very congested. Students - school and University will have a harder time commuting especially if they have to rely on the bus. They will have to transfer to another bus and make connections. There will be more congestion and problems on 78th Avenue where everybody will be going. Changing bus routes or adding another bus line Route 47 is not the solution. Why can't the route remain the same. Besides how many people like yourselves catch the bus everyday. The only way to find out is to do it yourself on a regular basis and early or late during the day like we have to do.

It's ridiculous that the 46 doesn't go downtown. Getting rid of the 64 and the expresses just means more waiting and transfers for everyone. Honestly, I'm just tired of it. I used to have a direct ride downtown and now I have to add another bus and a lot more time to my commute. The route 46 change doesn't work for getting downtown. Removing the express options means a transfer is now mandatory, which adds significant delay to the trip.

G

Unknown frequency and #of stops during rush hours, synchronizing with the new Express bus. Additional travel time

Route 46 is useless for getting downtown now. I used to just hop on the 64 and be done, but now I have to waste time transferring because you got rid of the expresses. It's a huge step backwards. So tired of having to plan for an extra transfer just to get to work downtown. The old 64 was direct. This new setup just adds stress and time to my commute every single day. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express options means a mandatory transfer, which makes the trip significantly longer and less reliable.

The 64 express is very popular and alleviates traffic to-and-from downtown. The 64 express is a great example of uplifting our standard of living by giving offering the community TIME. Time to commute to work in the mornings, back home without transfers and with certainty, time not having to withstand the weather/elements and time to get to family, kids activities and work opportunities etc. Not sure how the average household will manage these changes to the express buses. I would suggest council try riding the 64, then compare to a ride on max green and transferring. It introduces stress, costs, uncertainty and honestly takes away from affordability or flexibility of working downtown. Considering the popularity of the express buses I ask the city to truly assess this decision and the detriment to families, access, and on the community. Thank you.

It only gets me to Centre Street, not downtown, as routes 62 and 64 do. It will make for a much longer and less efficient route to reach downtown for employment purposes.

Bring back the 64 or make the 46 go downtown. Getting rid of the express buses and now forcing a transfer just to get to work is ridiculous. The 46 change has made my commute so much longer. I'm just tired of having to plan around an extra transfer every single day. Route 46 doesn't go downtown, so I have to get off and wait for another bus. The old 64 was way more direct.

The cancellation of the Route 64 express is absolutely devastating to my daily life. You aren't just changing a transit route; you are actively stealing hours of my week. Instead of a direct ride downtown, I am now forced to stand outside in the brutal, freezing Calgary cold, gambling on a connection with a transit system that is already notoriously unreliable. This isn't just a minor inconvenience—it is a massive disruption. Every single extra minute I am forced to spend freezing at a transfer stop or sitting on a delayed bus is time stolen directly from my family. That's less time at home, missing out on evenings with my kids, and sacrificing my own well-being just to get to and from work. Forcing a mandatory transfer into an already broken system is completely unacceptable, and the toll this takes on my family is enormous

Frequency is inadequate. You are changing the route and it no longer functions for my needs. You have increased the route, you took away my commute into downtown from 20-30 minutes to over an hour to 90 minutes. You are putting EVERYTHING on to centre street and one accident or increased traffic is going to cause chaos. The 46 can't make it up or down Berkley Drive when it is snowing/icy. The 78th terminal does not have capacity for all these "new" bus routes. You don't allow access for MacEwan top half of the community.

Unless the 46 runs earlier it will not be reasonable Having to change buses at 78th ave will make it take longer to get to and from work etc than when we could take 64

Why did you get rid of the express buses? Now I have to take two buses just to get downtown from MacEwan, and it takes forever. This is such a step backwards. The new 46 is useless if you work downtown. The old 64 went straight there. Now I'm always late because of the transfer. Just exhausted. The 46 doesn't go where people need to go. Adding a transfer to get downtown every morning is draining. Fact is, route 46 doesn't meet

the basic need of getting downtown from this area. Forcing a transfer after removing the expresses just makes the commute longer for everyone.

It's so frustrating that the 46 doesn't go downtown anymore. I used to just hop on the 64 and be done, but now I have to waste time transferring. This change just makes everything longer. Honestly, I'm just tired of it. Getting downtown used to be one bus, now it's a whole project with a transfer since the expresses are gone. It just adds so much extra time to my day. The route 46 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 means I now have to take two buses for a trip that used to be direct.

Route 46 is useless to me now. I used to take the 64 straight downtown for work, but now I have to waste time transferring. This change just makes my commute longer and more annoying. So tired of having to transfer just to get downtown. The old 64 was direct and the express buses are gone too. Now my commute is way more complicated than it needs to be. The route 46 doesn't go downtown, so I have to get on a second bus. It adds a lot of extra time to my trip compared to the previous route.

It would be so helpful if the 46 could swing through Sandstone Terminal. That way I could catch the 503 straight downtown instead of having to go all the way down to Centre Street first. Would save me a bunch of time every morning. Having the 46 connect at Sandstone for the 503 would make my commute way more efficient. Right now the extra leg to Centre Street feels like a detour. Frustrating that the 46 doesn't connect at Sandstone. I have to go further south just to backtrack on the 503, adds unnecessary time to my trip. A stop at the terminal would fix that.

test

It would be great if the 46 could swing through Sandstone Terminal. Having to go all the way down to Centre Street for the 503 adds a lot of extra time to my downtown commute. If the 46 stopped at Sandstone so I could catch the 503, it would cut my morning trip by a good 15 minutes. It's a practical fix. Honestly, it's a bit frustrating. The 46 goes right past Sandstone but doesn't stop, forcing me to backtrack. A simple detour to the terminal would make this route way more useful.

Why did you take away the 64? Now the 46 doesn't go downtown and I have to waste time transferring. It's so annoying. I'm just tired of having to add an extra bus and wait to get downtown. The old route worked fine. The 46 doesn't meet my needs because it doesn't go downtown anymore. Removing the express options means a transfer is now required, which adds significant time to my commute.

Bring back the 64! I used to take one bus straight downtown from Sandstone and now I have to add an extra 20 minutes just to transfer. This change is ridiculous. Honestly, I'm just so tired of it. Took away the express options and now the 46 just leaves me stranded, having to wait for a second bus in the cold. It's exhausting. The 46 doesn't go downtown anymore. Removing the express buses and changing the route means I now have to make a transfer that adds significant time to my commute. It's less convenient.

The 46 is useless since it doesn't go downtown anymore. You got rid of the express buses and now I have to waste time transferring. What a joke. I'm so tired of having to change buses just to get downtown. The old 64 was direct, now the 46 just leaves me stranded. It adds so much extra time to my commute. The route 46

doesn't meet my needs because it no longer provides direct downtown service. Removing the express options means a forced transfer, which is inefficient.

Faster new route to &from Sage Hill to 78 Ave Terminal

It winds along the way but serves as a primary route for schools. I don't foresee anyone other than students riding the whole trip, but it does serve as a connection to other routes, like the proposed 503, so connection timing is crucial for ridership. I also support the alignment on Sage Hill Boulevard, as there are increasingly dense apartment developments in that area.

It would be great if the 46 could swing through Sandstone Terminal. That way I could just hop on the 503 to downtown instead of going all the way down to Centre Street first. If the 46 stopped at Sandstone Terminal to connect with the 503, my morning commute downtown would be way faster. It's a practical fix. Having to go south to Centre St just to backtrack north on the 503 adds so much time. A stop at Sandstone for that direct transfer would be a huge help.

It would be a huge help if the 46 could swing through Sandstone Terminal. That way I could just hop on the 503 downtown instead of backtracking to Centre Street. Honestly, having the 46 stop at Sandstone for a connection to the 503 would cut my commute down a lot. It's a more direct path downtown. Frustrating to go all the way south to Centre Street when Sandstone and the 503 are right there. A stop on the 46 would make the morning so much smoother.

It would be so great if the 46 could swing through Sandstone Terminal. Having to go all the way down to Centre Street for the 503 to downtown adds a lot of extra time to my commute. If route 46 stopped at Sandstone Terminal, I could catch the 503 directly and save a good 15 minutes getting downtown. It's a practical fix that would help a lot of us up here. Kind of frustrating that the 46 doesn't connect at Sandstone. Having to double back to Centre Street for the 503 makes the morning commute way longer than it needs to be.

I will be unlikely to use the 46 again. I guess what I will miss about this one is that it turns into the 32. That meant only one bus (no connections) to get to Deerfoot City or Sunridge; I will miss that. On the other hand, if someone had never taken the 46 before, it could be a big surprise that it didn't just continue to loop around as the 46! I'm lucky I was told by a friend before the first time I took the 46 that it would change to a 32 at 78 Ave terminal. It was (is) a bit confusing unless you've taken it before.

It would be so helpful if the 46 could swing through Sandstone Terminal. Would make catching the 503 downtown way faster than going all the way down to Centre Street first.

It would be so helpful if the 46 could swing through Sandstone Terminal. That way I could catch the 503 straight downtown instead of having to go all the way down to Centre Street first. It'd cut my commute way down. Having the 46 connect at Sandstone for the 503 would make a huge difference in travel time. Right now the extra leg to Centre Street feels inefficient. Frustrating that the 46 doesn't link up with the 503 at Sandstone. Having to go further south just to backtrack north on the BRT adds unnecessary time to the trip every single day.

It would be great if the 46 could swing through Sandstone Terminal. It'd be so much easier to catch the 503 downtown from there instead of having to go all the way down to Centre Street.

Would be great if the 46 could swing by Sandstone Terminal. That way I could catch the 503 downtown without having to go all the way down to Centre Street first. It would shave a good chunk off my commute.

It would be a huge help if the 46 could swing through Sandstone Terminal. That way I could catch the 503 downtown instead of having to go all the way down to Centre Street first. Honestly, routing the 46 through Sandstone Terminal would save me like 15 minutes every morning. It just makes sense to connect with the 503 there. Frustrating to have to go south to Centre Street when the 503 is right there at Sandstone. A stop on the 46 would make the connection so much smoother.

It would be so much better if the 46 could swing through Sandstone Terminal. I could just hop on the 503 downtown from there instead of having to go all the way down to Centre Street first. If route 46 stopped at Sandstone Terminal to connect with the 503, it would cut a good 15 minutes off my downtown commute. It's a practical change that would help a lot of us up here. Frustrating that the 46 doesn't connect at Sandstone. Having to go south to Centre St just to backtrack on the 503 feels like a waste of time every morning.

It would be a huge help if the 46 could swing by Sandstone Terminal. Having to go all the way down to Centre Street for the 503 downtown just adds unnecessary time to the trip. Just a thought, but connecting the 46 to Sandstone Terminal for the 503 would make my morning commute so much smoother and faster. Frustrating that the 46 doesn't stop at Sandstone. If it did, I could catch the 503 downtown directly instead of this extra leg south, would save me like 15 minutes every day.

It would be so helpful if the 46 could swing through Sandstone Terminal. I could catch the 503 to downtown right there instead of having to go all the way down to Centre Street first. That extra leg really adds up in the morning. Honestly, if the 46 stopped at Sandstone so I could transfer to the 503, it would cut my commute down a lot. It's the logical connection that's missing right now. Frustrating that the 46 doesn't connect to the 503 at Sandstone. Having to go further south to Centre Street just to loop back north on the BRT feels like a waste of time every single day.

It would be great if the 46 could swing through Sandstone Terminal. Connecting to the 503 there would make getting downtown way faster than having to go all the way down to Centre Street.

It would be so great if the 46 could swing through Sandstone Terminal. Having to go all the way down to Centre Street for the 503 just adds extra time to my downtown commute. If route 46 stopped at Sandstone, I could catch the 503 directly and save a good 15 minutes getting downtown. It just makes more sense. Honestly, it's a bit frustrating. The 46 goes right near Sandstone Terminal but doesn't stop, forcing me to backtrack to Centre Street. A simple detour would make my morning way easier.

It would be so great if the 46 could swing by Sandstone Terminal. Having to go all the way down to Centre Street to catch the 503 downtown adds a lot of extra time to my commute. Honestly, just reroute the 46 through Sandstone Terminal. It's a practical change that would connect people directly to the 503 and save everyone a bunch of time. Frustrating that the 46 doesn't stop at Sandstone. I have to go further south just to transfer to the 503, which makes my trip downtown way longer than it needs to be.

It would be so helpful if the 46 could swing through Sandstone Terminal. Having to go all the way down to Centre Street for the 503 to downtown just adds a lot of extra time to the trip. Honestly, just reroute the 46 through Sandstone to connect with the 503. It's a simple fix that would make the morning commute way more efficient for a lot of us. Frustrating that the 46 doesn't stop at Sandstone Terminal. I have to go way out of my way to Centre St to catch the downtown express, feels like a waste of time every morning.

It would be a huge help if the 46 could swing through Sandstone Terminal. That way I could catch the 503 downtown without having to backtrack south to Centre Street first. Would save me a good 15 minutes every morning.

Runs every half hour and comes inconsistently. If I miss one bus I have to be wait half an hour which delays the entire rest of my commute in some cases up to an hour as it takes at least an hour and a half to get to my destination. There are also instances where the app will say there is a bus two minutes away, only to not come at all, which delays my arrival even further. I have had to uber to work on multiple occasions due to this issue, and I often wonder if paying for transit is worth it at all.

It would be great if the 46 could swing through Sandstone Terminal. It would make catching the 503 downtown so much faster than going all the way down to Centre Street. Having the 46 stop at Sandstone Terminal would be a huge time saver. It's the logical connection to the 503 express bus. Honestly, it's frustrating to go south to Centre Street just to backtrack north on the 503. A stop at Sandstone would cut my commute down a lot.

It would be so helpful if the 46 could swing by Sandstone Terminal. Then I could just hop on the 503 downtown instead of backtracking to Centre Street. Would save a bunch of time in the morning. --- A stop at Sandstone Terminal for the 46 would be a great connection to the 503. It's a more direct path downtown and seems like a practical routing improvement. --- Frustrating to take the 46 all the way down to Centre Street just to catch the 503, when Sandstone Terminal is right there. That detour adds unnecessary time to the commute.

It would be so helpful if the 46 could swing through Sandstone Terminal. Catching the 503 downtown from there would cut my commute way down compared to going all the way to Centre Street. Just a thought for the schedule planners!

It would be great if the 46 could swing through Sandstone Terminal. It would save me a ton of time to catch the 503 downtown instead of having to go all the way down to Centre Street.

So you are going to cut the 62 which goes around our entire community and replace it with a route that only goes to half the community and does not go directly downtown?! It was bad enough that after covid the route times were cut down from 6 times to 3 and shoddy service at best, never on time from Hidden Valley or coming home from downtown but now you have increased our travel time to an hour because now we do not have a direct route to downtown. I know we are a smaller community however I have been taking this route for 20 years and am shocked to see it go. How is this making it more efficient?!

It would be a huge help if the 46 could swing through Sandstone Terminal. Having to go all the way down to Centre Street to catch the 503 downtown really adds to the commute. Just a thought, but connecting the 46 to Sandstone Terminal would make getting to the 503 so much faster. It's a simple change that would save a

<p>lot of people time every day. Kind of frustrating having to backtrack to Centre Street. If the 46 stopped at Sandstone, I could hop right on the 503 and get downtown way quicker.</p>
<p>It would be great if the 46 could swing through Sandstone Terminal. It's a pain to go all the way down to Centre Street just to catch the 503 downtown. A direct connection would save so much time.</p>
<p>It would be awesome if the 46 could swing through Sandstone Terminal. That way we could just hop on the 503 to downtown instead of having to go all the way down to Centre Street first.</p>
<p>Would be great if the 46 could swing by Sandstone Terminal. It would save me a bunch of time catching the 503 downtown instead of going all the way down to Centre Street. It's frustrating to backtrack north to Sandstone after the bus goes south past it. A stop at the terminal would make the connection to the 503 way more efficient. If route 46 stopped at Sandstone Terminal, my commute downtown would be a lot faster. Just a practical suggestion to improve the route.</p>
<p>Please consider having it a little more frequently. Small shuttle busses would do for when it's not busy.</p>
<p>It would be so helpful if the 46 could swing by Sandstone Terminal. Right now I have to go way down to Centre St to catch the 503 downtown, and it just adds extra time to my commute.</p>
<p>It would be so helpful if the 46 could swing through Sandstone Terminal. That way I could catch the 503 downtown without having to go all the way down to Centre Street first.</p>
<p>It would be a huge help if the 46 could swing through Sandstone Terminal. Then I could catch the 503 downtown without having to go all the way down to Centre Street first. It'd save me like 20 minutes every morning. Having the 46 connect to the 503 at Sandstone would make my commute so much simpler. Right now the transfer is just out of the way enough to be annoying. Honestly, the detour to Centre Street feels like a waste of time. If the 46 stopped at Sandstone Terminal instead, I could get on the BRT and be downtown way faster. Please consider it!</p>
<p>It would be really helpful if the 46 could stop at Sandstone Terminal. That way I could just hop on the 503 to downtown without having to go all the way down to Centre Street first. Having the 46 go through Sandstone Terminal to connect with the 503 would save a bunch of time getting downtown. It feels like a missed connection the way it is now. I wish the 46 stopped at Sandstone. It's annoying having to go further south just to transfer to the 503 for downtown, adds extra time to my commute.</p>
<p>Employees are being mandated back to work 4 days in office as of July 2025 and possibly 5 days a week jan 2027. Usage may be low right now but come July (Sept once school starts) the need will rise dramatically especially for those with no car. Rising costs of parking and commuting will cause a lot of people to look for cheaper transit options to commute downtown. There are a number of employees that will be using this route and all express buses more come July/Sept and Jan 2027. There is already a high level of frustration of the cost of transit, but people use for the ease and convenience. Getting rid of express routes is just going to frustrate Calgarians more than we already are already with everything else happening these days.</p>
<p>Needs to go to North Pointe with no transfers required. No one needs to go to Macewan, ever.</p>

<p>It would be a huge help if the 46 could swing through Sandstone Terminal. Would make catching the 503 downtown way faster than having to go all the way down to Centre Street.</p>
<p>It would be a huge help if the 46 could stop at Sandstone Terminal. Having to go all the way down to Centre St to catch the 503 downtown adds a lot of extra time to my commute.</p>
<p>Currently only runs 2x per hour, completely insufficient to reach Centre St. during rush hour commutes. Extending route adds even extra time to the commute in addition to the increase of ridership. Since begins at Sage Hills the buses would be full by MacEwan + force to wait for next bus - I'm late for work!</p>
<p>Probably but uncertain. I worry about capacity issues which may discourage ridership. This will significantly increase my commute, especially if there are overloads on Max Green during peak</p>
<p>Does not get to downtown, also ** IT WOULD BE CONVINIENT IF THEY STOPPED AT SANDSTONE TERMINAL **</p>
<p>When I miss the 64 it is my only other option to go and return from MacEwan!</p>
<p>It would be so helpful if the 46 could swing by Sandstone Terminal. Then I could just hop on the 503 to downtown instead of going all the way down to Centre Street first. It'd save a bunch of time. Having the 46 stop at Sandstone Terminal would connect me right to the 503 downtown express. Right now, the extra trip south to Centre Street feels like a detour. Honestly, it's a bit frustrating. If the 46 just went through Sandstone Terminal, I could catch the 503 and get downtown way faster. The way it is now adds unnecessary time to my commute.</p>
<p>It would be a huge help if the 46 could swing through Sandstone Terminal. That way I could catch the 503 downtown without the extra trip down to Centre Street, would save me a ton of time in the morning. Having the 46 connect to the 503 at Sandstone would make the commute so much simpler and faster. It's a practical change that would really improve the route. Frustrating to have to go all the way south to Centre St just to transfer to the 503. If the 46 stopped at Sandstone Terminal instead, my downtown commute would be way shorter.</p>
<p>It would be great if the 46 could stop at Sandstone Terminal. It would save so much time for people trying to connect to the 503 downtown express, instead of having to go all the way down to Centre Street first.</p>
<p>It would be so helpful if the 46 could swing through Sandstone Terminal. I could catch the 503 downtown from there instead of having to go all the way down to Centre Street, would save a bunch of time.</p>
<p>It would be a huge help if the 46 could stop at Sandstone Terminal. Having to go all the way down to Centre Street to catch the 503 downtown adds so much extra time to my commute. If route 46 went through Sandstone Terminal, I could transfer to the 503 right there. It would just make the morning route way more efficient for getting downtown. Honestly, it's a bit frustrating that the 46 doesn't connect at Sandstone. It feels like a missed opportunity to save commuters like me a solid 15 minutes every morning.</p>
<p>It would be so helpful if the 46 could stop at Sandstone Terminal. Having to go all the way down to Centre Street to catch the 503 downtown adds a lot of extra time to my commute. If route 46 went through</p>

Sandstone Terminal, I could just hop on the 503 there. It would make my morning way more efficient. Honestly, a bit frustrating that the 46 doesn't connect at Sandstone. That direct link to the 503 would save me like 15 minutes every day.

It would be a huge help if the 46 could swing through Sandstone Terminal. Having to go all the way down to Centre St to catch the 503 downtown adds a lot of extra time to the commute.

It would be a huge help if the 46 could swing by Sandstone Terminal. Having to go all the way down to Centre Street to catch the 503 downtown adds a lot of extra time to my commute. Honestly, if Route 46 just stopped at Sandstone so we could grab the 503, it would cut my morning trip by like 15 minutes. Seems like a simple fix. Frustrating having to backtrack to Centre Street when Sandstone Terminal is right there. A stop there would make the connection to downtown so much faster and easier.

It would be great if the 46 could swing through Sandstone Terminal. Having to go all the way down to Centre Street to catch the 503 downtown adds a lot of extra time to the trip.

It would be a huge help if the 46 could swing through Sandstone Terminal. That way I could catch the 503 downtown instead of going all the way down to Centre Street first. I use the 46 to get to work and it would save me a solid 15 minutes if it connected to the 503 at Sandstone. Please consider this routing change. Honestly, it's a bit frustrating that the 46 goes right past Sandstone but doesn't stop. I have to go way out of my way to Centre St just to transfer to the downtown express. A stop at the terminal would make so much more sense.

It need to come more often in the afternoon. Waiting 30 mins all the time is terrible. Especially in beddigton when the bus is full often with school kids

Would be great if the 46 could swing by Sandstone Terminal. Having to go all the way down to Centre St to catch the 503 downtown adds a lot of extra time to the trip.

It would be so much better if the 46 could swing through Sandstone Terminal. That way I could catch the 503 straight downtown instead of having to go all the way down to Centre Street first. If route 46 stopped at Sandstone, I could transfer to the 503 and save a good 15 minutes getting downtown. It's a simple routing change that would help a lot of people. Frustrating that the 46 doesn't connect at Sandstone. Having to go further south to Centre St to get the 503 just adds unnecessary time to the commute.

This bus right now runs so infrequently that it is useless to get anywhere. It takes 40 minutes to get to Centre Street and then you have to get on a bus to where you need to go. Let's say downtown, 60 minutes to commute downtown when my 62 takes 20 minutes. The way this bus line runs doesn't make sense, as we saw on Wednesday, March 25 with a storm that blew in, buses weren't make it up or down LITTLE hills and causing havoc. You might want to look at the routes you put these buses on and the new route is WORSE. Also with the new look of the 46 you are causing more congestion on Centre Street. On the morning commute when it reaches the 78 'terminal' you will have 50 people getting off that bus, crossing the street to get on the Max Green. Is the crosswalk able to handle that many people getting off? How many people will get hit by a car, either because they are running across the street to catch their bus or because the sidewalk isn't big enough to accomodate all those people crossing. How are the lights going to work? Are you putting a longer crossing time? Then you do that and you cause more congestion. Do you have enough space for all these buses that are now congregating on Centre Street, your pull in, is not big enough for a max green, 46, 47, and all the other buses that stop there! Your LOGISTICS team should be fired. WHY DOES EVERY BUS/CTRAIN

ALWAYS HAVE TO BE ON THE SAME ROAD! One accident, one incident (weather), one issue causes the whole system to fail!

It would be so helpful if the 46 went through Sandstone Terminal to connect with the 503 downtown. Right now the extra trip down to Centre Street just adds unnecessary time to my commute. If route 46 stopped at Sandstone Terminal to meet the 503, it would cut my downtown commute by a good 15 minutes. It's a simple routing change that would make a big difference. Having to go all the way down to Centre Street from MacEwan just to catch the 503 feels like a waste of time. A direct stop at Sandstone would streamline things so much.

It would be really helpful if the 46 could stop at Sandstone Terminal. That way I could catch the 503 downtown instead of having to go all the way down to Centre Street. It would cut my commute down a lot. If route 46 went through Sandstone Terminal, I could transfer to the 503 and get downtown way faster. Right now the extra leg to Centre Street feels like a waste of time. Honestly, the 46 skipping Sandstone Terminal is frustrating. Having to go further south just to backtrack on the 503 adds unnecessary time to my trip. A simple stop adjustment would make a big difference.

It would be so helpful if the 46 could stop at Sandstone Terminal. That way I could just hop on the 503 to downtown instead of having to go all the way down to Centre Street first. Having the 46 go by Sandstone Terminal would make my commute way faster, connecting to the 503. It's a simple routing change that would help a lot of people. It's frustrating to go south to Centre Street when the 503 is right there at Sandstone. A stop on the 46 there would save a good 15 minutes every morning.

It would be a huge help if the 46 could swing through Sandstone Terminal. Then I could just hop on the 503 downtown instead of going all the way down to Centre Street first. Honestly, routing the 46 through Sandstone Terminal would cut my commute time in half. It's the practical connection we need to the 503 express. Frustrating to go south to Centre Street when the 503 is right there at Sandstone. A stop on the 46 route would make things so much smoother.

It would be great if the 46 could swing through Sandstone Terminal. Would make catching the 503 downtown so much easier and save a bunch of time. Having the 46 go to Sandstone Terminal would be a huge help. Right now, going all the way down to Centre Street to transfer to the 503 adds a lot of extra time to my commute. Frustrating that the 46 doesn't stop at Sandstone. If it did, I could just hop on the 503 right there instead of backtracking to Centre Street. Would really streamline the trip downtown.

My home primarily uses the 64 to get downtown and back for work. The 46 only moves us to the Huntington loop to go on the 3, 300 or 301. getting rid of neighborhood buses makes it much longer to get to work, and will make the main buses too busy and will deter us from using them. If neighborhood routes are removed to go downtown, we'll instead pay at Indigo to park downtown and give the City nothing. I'm fine if you reduce the amount of 64 busses, but if you get rid of it all together we are done with transit.

It would be so great if the 46 could stop at Sandstone Terminal. Would make catching the 503 downtown way faster than going all the way down to Centre Street. From a practical standpoint, having the 46 connect at Sandstone for the 503 would cut a solid 10-15 minutes off the commute downtown. It just makes sense. A bit frustrating to go south to Centre Street when Sandstone is right there. A stop at the terminal would be a huge time saver for getting downtown.

<p>It would be a huge help if the 46 could stop at Sandstone Terminal. That way I could just hop on the 503 downtown instead of going all the way down to Centre Street first. Honestly, having the 46 go through Sandstone Terminal to connect with the 503 would cut my commute time by a lot. It just makes sense. Wish the 46 stopped at Sandstone. Having to go further south to Centre St to catch the 503 feels like it adds unnecessary time to my trip.</p>
<p>Would be awesome if the 46 could swing by Sandstone Terminal. Would make catching the 503 downtown so much easier and save a bunch of time.</p>
<p>Why am now going thru 2 other communities to get to the downtown core?</p>
<p>It running to Sage Hill and down to Dief is perfect for high schoolers</p>
<p>It would be a huge help if the 46 could swing by Sandstone Terminal. Having to go all the way down to Centre Street to catch the 503 downtown adds a lot of extra time to my commute.</p>
<p>It would be a huge help if the 46 could swing through Sandstone Terminal. That way I could catch the 503 downtown without having to backtrack to Centre Street first. Honestly, having the 46 stop at Sandstone Terminal to connect with the 503 would save me like 15 minutes every morning. It just makes sense. Frustrating that the 46 goes right past Sandstone but doesn't stop. If it did, I could grab the 503 and get downtown way faster instead of going all the way down to Centre Street.</p>
<p>Would be great if the 46 could swing by Sandstone Terminal. Having to go all the way down to Centre St for the 503 downtown adds a lot of extra time to the trip. It would save a ton of time if the 46 connected to Sandstone Terminal for the 503 downtown. Right now the transfer is just out of the way. Frustrating that the 46 doesn't stop at Sandstone. I have to go way south just to catch the bus downtown, makes the commute longer than it needs to be.</p>
<p>I will go for a ride on this new route to 78 Ave terminal</p>
<p>In my area of Beddington (East of 4ST NE), the route 46 is the closest route to my home. Otherwise it is about a 15 minute or longer walk, which can be an issue in the winter. I use this route to connect to other buses along Centre Street. Because it only goes in one direction, I can't take that bus home without having to take a long ride across nearly the whole route. It would be very appreciated if it went both directions!! Thank you :)</p>
<p>Meets transit needs if it there is a bus every 20 minutes during the morning and evening rush hours like the current express busses not every 45 minutes like the current 46. Main concern would be having to wait at the 78 Ave station to switch busses</p>
<p>Our son will be starting at Sir John A Macdonald in a couple of years, but it's too far of a walk from where we live. This bus perfectly fills in that gap for us and will help him complete the trip safely.</p>
<p>After servicing 3 communities by the time this bus comes to macewan it will be packed and does not go directly to downtown.</p>

The route changes for the 62 will create significant changes to my work commute. It will mean a lot more time spent on a bus to travel to and from the downtown core. In addition to extra time spent I will need to now start a vehicle, drive to the new stop (too far from my location) and find parking!!!! I have no desire to add time to this already very long commute! This will take more time away from my family and other commitments. I think that I won't be the only person starting a car to drive to and from the new bus- this does nothing for the environment. The bus is usually full so it is VERY difficult to understand the need to make these changes. Green line or not this is a huge inconvenience for me.

Route 47 - Sandstone

This route is a step in the right direction for the areas of Sandstone that are located further from Sandstone Terminal, offering connections to Sandstone as well as a more direct connection to 78 Avenue than there is now.

Apologies if I am reading the map wrong but I am not sure how service in Beddington is affected by these changes (if at all). Will there still be service in the community itself?

I really like this new route, I like the idea of splitting up the 46's existing route into 2 routes, I always felt it was inefficient the way it is now and it has the potential to get very crowded at peak hours. So the new 47 route will hopefully help ease the stress. I like how it connects sage hill/kincora to 78th Ave. And how it does so efficiently. My only questions are the same for the new 46 and how it will interact with the 32 since those 2 routes currently turn into each other at their shared terminal. Also clarification that the service would in fact be two way. Aside from that, best alignment of the 4 routes i have written about to far.

Im happy to see a direct connection from Hidden Valley to a MAX Green Station. That said, I kinda wish that the 46 and 47 switched their south legs, considering that East Hidden Valley already has a direct connection to Sandstone and Beddington via the 503, whereas West Hidden Valley requires a transfer.

It's a great route except for the fact that it doesn't stop at John G Diefenbaker school. But it provides great access to Beddington, the Max green and more. There should be at least 1 stops at Creekside mall and 1 stop near the Tim Hortons/Shell at the end of Creekside mall to provide access to residents living in Evanston

Very long route, we need to make sure stop spacing is effective and not too frequent.

I am in favour of the new 47 route. As I've said earlier I like how it splits up the existing 46 and serves new areas. I like the connection between sage hill and 78 Ave, it's efficient and can ease the stress on other routes in the area. All in all I like this route, and believe it has the least amount of kinks in its plan compared to the other ones I reviewed (the 503, 46, and 89).

This is not direct bus to downtown and stops are far from my house

Would required 2 busses between Panorama and Creekside shopping center which is currently covered by the 123

It seems unnecessary when more frequent service in Kincora, Hidden Valley, MacEwan, and Sandstone could do a better job of taking commuters to the transit terminals. Someone taking this bus who lives in Kincora, for example, would have no real reason to take this over the 503, as it would just take much longer to get to the 78th Avenue terminal.

Just like every proposal so far, this does not cover the north side main road. Very poorly planned.

It has been a long time since there was a bus route that went north/west on Sandstone Dr NW (like Route 449 used to do). As a long time resident I often found that taking Route 3 to the end from 78th Ave terminal and walking was faster than having Route 46 navigate through Beddington and MacEwan.
The 47 Should route through Simons Valley RD and serve the Sage Meadows area and potentially in the future connect to the new area of Ambleridge.
It's not even traversing through Hidden Valley. If you expect me to drive and park at a station shown on its route map, I might as well just drive to work. Is this a joke? You all increase service rates but kill off routes or find ways to "make them more efficient." This is garbage.
I answered yes but I'm not sure. I was a bit confused by the comment in the map 'connections to downtown are available at Sage Hill, Sandstone, and 78th Avenue Terminals. Does this mean that the 47 goes over to the number 3 and then I'd have to transfer? I wasn't sure about that part. Any information you can give me would be greatly appreciated. Thank you so much.
THE 123 IS TERRIBLE ANYTHING TO MAKE IT GO AWAY
I have never heard or seen it.
This route only services the NE corner of Hidden Valley. These longer routes with transfers to get to downtown are much longer and increasing the MG lines that are already at full capacity during peak times. MG is beyond standing room only.
It is confusing. How is the routing going to be in Sandstone? How often will the bus going to run? It does not mention at all!
I could use it if I can park at the loop
If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.
Same as the other. Route or stop will be far from my home.
Taking this bus would cause me to walk 15 min each way, every day and increase my commute from a 1/2 hour to easily over an hour. This is unacceptable
This would add far more time to my commute. I have a young family, I can't be away from them for even more time.
It seems likely that there will be many days when I would be required to stand since both hidden valley routes service other communities first. This would change my current riding scenario from sitting to standing for over 30 mins. Not ideal, but would technically meet my needs. I can foresee an increased frequency for me to drive and find parking to avoid the inconvenience.
it does not get to downtown , i dont want to go to sage hill
Route 47 doesn't go downtown like the 64 did. Without express buses, I have to transfer to another bus just to get downtown.
Since the express routes were cut, the 47 doesn't get me downtown directly. I need to switch buses which makes commuting much worse.
The 47 is useless if you work downtown. I used to just take the 64 straight in, now I have to waste time transferring. What a downgrade. I'm so tired of this. The old 64 got me downtown in one bus. Now with the 47 and no express, it's two buses every single morning. It adds so much time. The route 47 doesn't meet my

<p>needs because it doesn't go downtown. Removing the express options and changing the 64 means I now require a transfer, which is less convenient and takes longer.</p>
<p>It's so frustrating that the 47 doesn't go downtown. I used to just hop on the old 64 and be done with it, now I have to waste time transferring because the expresses are gone. Honestly, I'm just tired of it. The 47 change means an extra bus and more waiting just to get downtown, and it adds so much time to my commute. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing from the 64 means I'm forced to transfer, which is less direct and takes longer.</p>
<p>The 47 is useless if you work downtown. Bring back the 64 or an express that actually goes where people need to go. I'm so tired of having to transfer at Brentwood. The old 64 took me straight downtown, now everything takes twice as long. It doesn't meet my needs because it doesn't go downtown. Removing the express options just forces an extra transfer for commuters.</p>
<p>The 47 is useless for getting downtown. I have to add another bus and 20 minutes because you got rid of the express. So frustrating. I'm just so tired of the extra transfer. The old 64 went straight downtown, now everything takes forever. Fact is, the 47 doesn't meet the basic need of getting downtown from this area. Removing the express options just made a longer trip for everyone here.</p>
<p>Route 47 is useless if you work downtown. The old 64 went straight there, now I have to waste time transferring. This change is a huge step backwards. I'm just so tired of having to add an extra bus and 20 minutes to my commute. Used to be simple, now it's a hassle every single day. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to take two buses instead of one.</p>
<p>Route 47 is useless since it doesn't go downtown. You got rid of the 64 and the express buses, so now I have to waste time transferring just to get to work. This change is terrible. I'm just so tired of having to add an extra bus and wait in the cold because the 47 doesn't go downtown anymore. It turns a simple trip into a whole ordeal. The route 47 doesn't meet my needs because it doesn't service downtown. The removal of the express options means a mandatory transfer, which adds significant time to my commute.</p>
<p>No comments</p>
<p>I used to take the 64 downtown every morning and it was perfect. Now with the 47 and no express options I have to add an extra transfer and it's making me late for work. Just so tired of this. The 47 doesn't go downtown, so my commute is now two buses instead of one. It adds so much extra time and hassle every single day. The route 47 change is a huge step backwards for our area. Removing the direct downtown connection means more transfers, longer waits, and a less reliable commute for everyone up here.</p>
<p>Route 47 is useless for getting downtown now. I used to just hop on the 64 and be done with it, now I'm stuck waiting for a second bus. What a waste of my time. Honestly, I'm just so tired of the extra transfer. The old 64 was direct, now everything takes forever just to get to work. It's exhausting. The change from route 64 to the 47 means I can no longer get downtown on one bus. Removing the express options just makes a bad situation worse.</p>
<p>It's ridiculous that the 47 doesn't go downtown. I used to just hop on the 64 and be done, now I have to waste time transferring because you got rid of the expresses too. Just so tired of having to plan an extra connection just to get to work. The old 64 route was way more useful for getting downtown. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means I now have to take two buses for a trip that used to be one.</p>
<p>Removing the 64 and changing the 46 routing is very negative for MacEwan commuters.</p>

Route 47 is useless if you need to get downtown. Ever since they got rid of the 64 and the express buses, it's just a feeder route that forces a transfer and adds 20 minutes to my commute. Really frustrating. I'm so tired of having to change buses just to get downtown. The old 64 was direct, now the 47 doesn't go where people actually need to go. Makes the whole trip way longer. The 47 doesn't meet my needs because it doesn't go downtown. Removing the direct route options means an extra transfer every single time, which is inefficient.

Route 47 is useless if you need to get downtown. I used to just take the 64 and be done with it, now I have to waste time transferring because you got rid of the express options too. This change is so frustrating. Honestly, I'm just tired of it. The 47 doesn't go downtown, so every trip means waiting for a second bus. It adds so much extra time to my commute. The 47 doesn't meet my needs because it doesn't serve downtown. Removing the express buses and changing from the old 64 route means a forced transfer, which makes the trip much longer.

It's ridiculous that the 47 doesn't go downtown. You got rid of the 64 and the expresses, so now I have to waste time transferring just to get to work. Fix this. I'm so tired of having to add an extra bus and 20 minutes to my commute because the 47 just stops at the train. The old route was way more direct. The 47 is useless for getting downtown now. Removing the express buses and changing the route just means an extra transfer for everyone in this area.

Route 47 is useless if you need to get downtown. I used to just hop on the 64, now I'm stuck waiting for a second bus. This change just makes everything longer and more annoying. Why did you get rid of the express buses? Now the 47 doesn't even go downtown and I have to transfer every single time. It's a huge waste of my time. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express option and changing from the old 64 route means a forced transfer, which adds significant time to my commute.

It's ridiculous that the 47 doesn't go downtown. Getting rid of the express buses and changing the route just makes a simple trip way more complicated and longer. I'm just so tired of having to plan for an extra transfer every morning. The old 64 got me right there, now everything takes forever. The route 47 change doesn't work for getting downtown. Forcing everyone to transfer at Brentwood adds unnecessary time to the commute.

Route 47 is useless for getting downtown. Why did you get rid of the 64? Now I have to add another bus and it makes my commute way longer. I'm so tired of having to transfer just to get to work downtown. The old 64 was direct and now everything takes forever. The 47 doesn't go downtown, so it doesn't meet my needs at all. Removing express options just forces an extra transfer.

The 47 is useless for getting downtown now. I used to take the 64 straight there, now I'm stuck waiting for a second bus every single morning. So tired of having to transfer just to get downtown. The old 64 route worked fine, why did they have to change it and take away the express options too? The 47 doesn't meet my needs because it doesn't go downtown. Removing the express buses and changing from the 64 route means a forced transfer, which adds a lot of time to my commute.

I used to take the 64 downtown from my door, now the 47 goes nowhere I need and I have to waste time transferring. It's a huge step backwards. Honestly, just exhausted by this. Took away the express buses and now the 47 doesn't go downtown either, so every trip is a two-bus hassle. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the routes means I always need a transfer now, which adds significant time to my commute.

Route 47 is useless since it doesn't go downtown anymore. Getting rid of the express buses and changing the 64 just means more waiting and another transfer for everyone up here. This is a huge step backwards. I'm so tired of the extra transfer. The old 64 took me straight downtown, now the 47 just leaves me stranded at a station. It adds so much time to my commute. Fact is, the 47 doesn't meet our needs because it doesn't go

downtown. Removing the express option forces a transfer, making the commute longer and less reliable for this whole area.

Route 47 is useless for getting downtown now. I used to just hop on the 64 and be done with it, but now I'm stuck transferring in the freezing cold. What a downgrade. I'm so tired of having to plan an extra 20 minutes just to change buses. The old 64 was direct, now everything is a hassle. Please bring back a direct route. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 means I always have to transfer, which is less reliable and takes longer.

The 47 is useless for getting downtown now. I used to just hop on the 64 and be there, now I have to add another bus and it doubles my commute. So frustrating. Why did they take away the express options and give us this route? Now getting downtown from Sandstone is just a hassle of transfers and waiting. I'm over it. The 47 doesn't go downtown, so it doesn't meet my basic need. The old 64 was direct, now I'm forced to transfer, which makes the trip much longer.

Route 47 is useless for getting downtown now. Why did you get rid of the express buses? Now I have to waste time transferring when the old 64 took me straight there. So tired of having to take two buses just to get to work downtown. The 47 change just made my commute longer and more annoying. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express option means a forced transfer, which adds significant time to my trip.

It's ridiculous that the 47 doesn't go downtown. Getting rid of the express buses and changing the routes just means more transfers and wasted time for us up here. I'm so tired of having to plan an extra 20 minutes just to switch buses to get downtown. The old 64 was way more direct. The route 47 doesn't meet my needs because it doesn't go downtown. Forcing a transfer after removing express options just makes the commute longer and less reliable.

Route 47 is useless for getting downtown now. I used to take the 64 straight there and now I have to waste time transferring. This change just makes my commute longer and more annoying. So tired of having to plan an extra bus transfer just to get downtown. The old 64 was so much more direct, now everything takes forever. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 means I now require a transfer for a basic trip to the core.

It's ridiculous that the 47 doesn't go downtown. I have to waste time transferring now because you got rid of the express buses. This change is a huge step backwards. Honestly, I'm just tired of it. The old 64 took me straight downtown, and now with the 47 stopping short, my commute is longer and more complicated every single day. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to take two buses for a trip that used to be one.

Route 47 is useless if you need to get downtown. Why did they get rid of the 64? Now I have to waste time transferring when I just want a direct ride. I'm so tired of having to plan an extra bus transfer just to get to work. The old route was way better. It doesn't go downtown anymore, so it doesn't really help me. With the express buses gone too, it just adds an unnecessary step to my commute.

The 47 is basically useless for getting downtown now. Getting rid of the express buses and changing the route means I have to waste time transferring every single day, it's so frustrating. Honestly, I'm just tired of it. The old 64 went straight downtown, now with the 47 I'm always waiting for a second bus. Makes the commute way longer. Fact is, the 47 doesn't go downtown. Since you cut the express routes, people in this area have to take two buses. It's not working for us.

The 47 is useless if you work downtown. I used to just take the 64 straight in, now I have to add an extra bus and it makes my commute way longer. So frustrating. I'm just so tired of the transfers. The old 64 got me downtown in one shot, now with the 47 and the express cuts, it's a whole production just to get to work. The

47 doesn't go downtown, so it doesn't meet my basic commute need. Removing the express options means I now have to transfer, which adds significant time compared to the previous route 64.

I used to take the 64 straight downtown and now I have to transfer off the 47. It just adds so much extra time and hassle to my commute. I'm so tired of having to plan my whole trip around transferring because the 47 doesn't go downtown. The express buses are gone and this just doesn't work for us. The route change is a huge step backwards. Forcing everyone in this area to transfer just to get downtown makes the commute way less efficient.

Route 47 is useless for getting downtown. Why did they get rid of the 64 and the express? Now my commute takes twice as long because I have to transfer for no good reason. I'm so tired of this. Honestly, route 47 just doesn't go where people need to go. Getting downtown now means an extra bus and way more waiting around in the cold. It's a worse service, plain and simple. This change is infuriating. You took away a direct downtown route and now I'm stuck transferring. My commute is a mess now, thanks for nothing.

Route 47 is useless for getting downtown. I used to take the 64 straight there, now I'm stuck waiting for a transfer. This change just makes my commute longer and more annoying. Honestly, I'm so tired of this. The 47 doesn't go downtown and the express buses are gone, so I have to add another bus and a bunch of extra time. It's exhausting. The route 47 doesn't meet my needs because it doesn't service downtown. Removing the express options and changing from the old 64 route means a forced transfer, which is less efficient.

Used to be able to get downtown on one bus with the 64. Now the 47 just takes me to a train station to wait again. It's a waste of time. So tired of having to transfer just to get downtown. The 47 feels pointless when it doesn't go where people actually need to go. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options just makes my commute longer with the extra transfer.

It's ridiculous that the 47 doesn't go downtown. Getting rid of the express buses and changing the route just means more waiting and transfers for us. I'm so tired of having to plan an extra 30 minutes just to transfer to get downtown. The old 64 was way more direct. The route 47 change doesn't work for me because it doesn't go downtown anymore. Now I have to take two buses instead of one.

Route 47 is useless if you need to get downtown. Why did you take away the express buses and the old 64? Now I have to waste time transferring every single morning. Just exhausted with the 47. It doesn't go where people actually need to go, like downtown. All these changes just make a simple commute longer and more complicated. The 47 doesn't meet my needs because it doesn't service downtown. Removing the express options means a forced transfer, which adds significant time to my trip.

The 47 is useless for getting downtown. I used to just take the 64 and be done with it, now I'm stuck waiting for a second bus every single morning. This change is awful. I'm so tired of having to transfer just to get downtown. The old 64 was direct, now the 47 just leaves me stranded. It adds so much extra time to my commute. Route 47 doesn't meet my needs because it doesn't go downtown. The removal of the express options means I now have to take two buses for a trip that used to be one. It's less convenient.

I used to take the 64 downtown and it was perfect. Now the 47 just leaves me stranded at the station, and with the express buses gone, it just adds another annoying transfer to my commute. I'm so tired of this. The 47 doesn't go where I need to go, and having to change buses just to get downtown makes my trip twice as long. The route 47 is not useful for getting downtown. Removing the express service and changing from the old 64 route forces a transfer that adds significant time to the trip.

I'm so tired of having to transfer just to get downtown now. The old 64 went straight there and now I'm stuck waiting for another bus after the 47. Bring back the downtown express service! The 47 is useless for anyone

<p>who works in the core, total waste of time. Used to be one bus downtown, now it's two. Makes a long commute even longer, really frustrating.</p>
<p>Bring back the old 64! I used to go straight downtown, now I have to get off and wait for another bus. This is such a waste of my time. The 47 is basically useless for anyone who works downtown. Just feels like service got cut and we're all stuck with a longer, more annoying commute. Tired of having to transfer just to get downtown. The old route worked fine, not sure why they had to change it.</p>
<p>As a Sandstone resident, adding the 47 for a faster way to travel to Sandstone terminal and 78th Ave is greatly appreciated. Although, following patterns of this community in the past, the 46 and 47 are most likely going to only be run once every blue moon, making transit in Sandstone still painfully hard and slow.</p>
<p>Why did you take away the 64? Now I have to take two buses just to get downtown and it's adding like 30 minutes to my commute. So frustrating. The 47 is useless if you work downtown. I'm just so tired of having to transfer at North Pointe, especially in the winter. It's a hassle. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means an extra transfer and a much longer trip. Please reconsider.</p>
<p>Route 47 is useless for getting downtown now. Why did you take away the express buses and the direct route? Now my commute takes twice as long because I have to transfer. I'm so tired of this. The old 64 got me downtown without a hassle, now the 47 just leaves me stranded at a station to wait for another bus. It's exhausting. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express option means a forced transfer, which adds significant time to my trip.</p>
<p>Bring back the 64. The 47 is useless if I have to get off and wait for another bus just to get downtown. What a waste of time. I'm so tired of having to transfer to get downtown now. The old 64 went straight there. This just adds another 20 minutes to my commute every single day. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 forces a transfer, making my trip longer and less reliable.</p>
<p>Frequency during rush hours, syncrizing with the Express bus out of Sandstone terminal.</p>
<p>It's so frustrating that the 47 doesn't go downtown anymore. Getting rid of the express buses and changing the 64 means I have to waste time transferring every single day. I'm just tired of it. Used to be one bus straight downtown, now it's two. Makes a long day even longer. The route 47 change doesn't work for commuters. Forcing a transfer to get downtown adds unnecessary time and hassle to the trip.</p>
<p>Route 47 is useless if you work downtown. I have to waste time transferring now because they got rid of the express buses. This change just made everything worse. Honestly, I'm so tired of this. The old 64 went straight downtown, now the 47 doesn't, and it adds like 30 minutes to my commute every single day. Just a note that the 47 doesn't meet the needs of commuters to the core. Removing the express option and having this route not go downtown forces an inefficient transfer. Please reconsider.</p>
<p>Again this route comes to the 78 terminal which is causing a huge amount of congestion to centre street which is not equipped for that amount of traffic. This new route is to increase ridership and remove the 62/64 express bus but you are not fiscally helping. This route will not help people commute to their jobs downtown. It is not helping our communities</p>
<p>Why did you take away the 64? Now the 47 just goes in circles and I have to add another bus and 20 minutes just to get downtown. This is so frustrating. Honestly, I'm just tired of it. The 47 doesn't go where people need to go. We used to have a direct route downtown and now we're stuck transferring for no good reason. The 47 is useless for getting to work. It doesn't go downtown since the 64 was cancelled, and with the expresses gone too, a simple commute now requires a transfer and takes forever. Please fix this.</p>

Why did you get rid of the express buses? Now the 47 just goes in circles and I have to add another bus and 20 minutes just to get downtown. It's so frustrating. Honestly, I'm just tired of it. The old 64 went straight downtown. Now with the 47, I'm always waiting for a second bus and it makes my commute so much longer. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to transfer, which is less direct and takes more time.

Having to switch buses just to get downtown now is such a pain. The old 64 was way more useful. I'm just so tired of the extra transfer. It adds so much time to my commute for no good reason. The 47 doesn't go downtown, and with the express buses gone, it forces an unnecessary transfer. This change made the service worse for this area.

Route 47 is useless for getting downtown now. I used to just take the 64 straight there, but now I have to waste time transferring. This change is so frustrating. I'm just so tired of the extra transfer. Getting downtown used to be simple with the 64, now the 47 just leaves me stranded at the station. It adds so much time to my commute. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 means I always have to take two buses now, which is less reliable and takes longer.

Route 47 is useless for getting downtown now. The old 64 went straight there, and now with the express buses gone too, I have to waste time transferring. This change just makes everything harder. I'm so tired of having to plan an extra bus just to get downtown. The 47 doesn't go where people actually need to go for work. It feels like our area was just forgotten. Used to be simple, now it's a hassle. Route 47 doesn't meet my needs because it doesn't go downtown, period. Forcing a transfer just adds unnecessary time to my commute.

This route change is ridiculous. I used to take the 64 downtown no problem, now the 47 just leaves me stranded and forces a transfer. It's a huge waste of my time. Just so tired of having to plan an extra connection just to get to work downtown. The old 64 was direct and reliable, this new setup is a step backwards. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing this route means I now have to take two buses instead of one, which adds significant time to my commute.

It's so frustrating that the 47 doesn't go downtown. I used to just take the 64 straight there, now I have to waste time transferring because the express buses are gone. I'm just so tired of having to add an extra bus and wait to my commute. The old 64 was perfect, why did they take that away from us? The route 47 change doesn't work for getting downtown. Removing the express option means a longer trip with a transfer, which isn't efficient.

The 47 is useless now. I used to take the 64 straight downtown, now I have to add an extra bus and transfer in the cold. Just bring back a direct route. So tired of this change. The old 64 got me to work, now the 47 just leaves me stranded at a station to wait for another bus. It adds so much time to my commute. Fact is, the 47 doesn't go downtown. With the express buses gone, this just means more transfers and a longer trip for everyone in Sandstone. It's a worse service.

Faster and quicker to and from Sage Hill to 78Ave terminal

Route 47 complements the proposed Route 46 along the communities around the NW corridor of Beddington Trail. However, to truly complement Route 46, it should also serve the East side of the Sage Hill community along Symons Valley Road, which is currently served by on-demand transit. It could go north from Kincora (37 St NW) to Sage Hill Transit Hub, then north along Sage Hill Road (as a northbound route vs. Route 46's southernly route), East to 144 Ave, then south along Symons Valley Road, then West again back to the existing Sage Hill Drive NW westly back to the transit hub completing a mini loop -- expanding services around Sage Hill and supplementing Route 46.

Why did they get rid of the 64? The 47 is useless if you need to get downtown for work. Now I have to add another bus and it makes me late every single time. I'm so tired of this. The 47 doesn't go downtown anymore and with the expresses gone too, it's just transfer after transfer. It adds like 40 minutes to my trip. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to transfer, which is less convenient and takes longer. Please reconsider.

Why did they change the 64? The 47 is useless if you work downtown. Now I have to add another bus and wait in the cold. This is so frustrating. The 47 just doesn't go where I need to go. Ever since they got rid of the express options, my commute is just transferring and waiting around. I'm exhausted by it. The route 47 doesn't meet my needs because it doesn't go downtown. The old 64 did. Removing the express buses means a forced transfer, which adds significant time to my trip.

The 47 is useless for getting downtown now. Why did they get rid of the 64? This just makes my commute way longer and more complicated. I'm so tired of having to transfer just to get to work. The old route went straight downtown and now nothing does. It's exhausting. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means I now have to take two buses for a trip that used to be one.

I like this new route. It will go almost right past my house and I like that it will go to both Creekside and Sage Hill shopping areas. In all honesty, I might be more likely to choose the 503 (that would be about a 10 minute walk to catch that one), but I plan to test both routes once they are available.

Route 47 is useless for getting downtown. I used to just hop on the 64 and be done with it, now i have to waste time waiting for a transfer. This change is so frustrating. Honestly, I'm just tired of it. Getting downtown used to be simple on the 64, now with the 47 and no express options it's a whole ordeal with transfers. It just adds so much time to my commute. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express buses and changing the 64 means I now have to take two buses for a trip that used to be direct. It's less convenient.

It's ridiculous that the 47 doesn't go downtown anymore. You got rid of the express buses and now I have to add a transfer just to get to work. This change made everything worse. Honestly, I'm just tired of it. The old 64 went straight downtown, now with the 47 I'm always waiting for a second bus. It adds so much time to my commute. The route 47 doesn't meet my needs because it doesn't service downtown. Removing the express options means a forced transfer, which is less direct and takes longer.

Route 47 is basically useless for getting downtown now. Why did you get rid of the 64? Now I have to add an extra bus and wait around in the cold just to get to work. This change is so frustrating. I'm just tired of it. Used to be one bus downtown, now it's two with the 47. Makes a long day even longer. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the route means a forced transfer, which adds significant time to my commute.

It's ridiculous that the 47 doesn't go downtown. I used to just hop on the 64 and get there, now I have to waste time transferring because you got rid of the express buses too. I'm just so tired of having to plan an extra connection just to get downtown. The old 64 route was so much more direct and actually useful. The route 47 change doesn't work for getting downtown. Removing the express options means I now have to take two buses for a trip that used to be one. It's less convenient.

Why did you get rid of the 64? The 47 is useless if it doesn't go downtown. Now I have to waste time transferring and it's just a huge hassle. I'm so tired of having to take two buses just to get to work downtown. The old 64 was direct and now everything takes twice as long. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means a longer commute with a forced transfer.

The 47 is useless for getting downtown. I used to just take the 64 straight there, now I have to waste time transferring because you got rid of the expresses. This change is awful. I'm so tired of having to plan for an

extra transfer just to get to work downtown. The old 64 route was direct and actually met people's needs. Route 47 doesn't go downtown. Forcing everyone to transfer after removing the express options just makes a longer, more complicated commute.

I used to take the 64 straight downtown, now I have to transfer off the 47 and it adds like 20 minutes to my commute. This change is honestly so frustrating. The 47 doesn't go downtown and with the express buses gone, I'm just tired of all the extra transfers. It turns a simple trip into a whole ordeal. The route 47 doesn't meet my needs because it doesn't service downtown. Removing the express options forces an inefficient transfer that wasn't necessary before.

It's ridiculous that the 47 doesn't go downtown. The old 64 went straight in, and now with the express buses gone too, I have to waste time transferring every single day. I'm so tired of this. The 47 change means I can't get downtown directly anymore, and the transfer just adds another 20 minutes to my commute. It's exhausting. The route 47 doesn't meet my needs because it doesn't go downtown like the 64 did. With express options removed, I am now forced to take two buses, which is less convenient and takes longer.

Route 47 is useless if you need to get downtown. The old 64 went straight there, now I'm stuck transferring and it adds like 30 minutes to my trip. This change is terrible. So tired of having to take two buses just to get downtown since they got rid of the express options. The 47 just doesn't go where people actually need to go. The 47 doesn't meet my needs because it doesn't serve downtown. Removing the express buses means a forced transfer, which significantly increases travel time from this area.

I'm so tired of having to transfer just to get downtown now. The old 64 went straight there, and now with the express buses gone, route 47 just leaves me stranded. This change is ridiculous. The 47 is useless for getting downtown, and now my commute takes twice as long because of the forced transfer. Really frustrating. Used to be a one-bus ride downtown. Now the 47 doesn't go there, so I have to mess around with a transfer. It adds so much time to my trip.

It's so frustrating that the 47 doesn't go downtown anymore. I used to just hop on the 64 and be done with it, but now I have to add another bus and a ton of extra time. What a step backwards. Honestly, I'm just tired of it. Getting downtown used to be one bus, now it's a whole production with the 47 and a transfer. It just makes the commute longer and more annoying. The route 47 change doesn't work for me because it doesn't go downtown. With the express buses gone too, I'm forced to transfer, which adds significant time to my trip.

Route 47 is useless for getting downtown since they cancelled the 64. Now I have to waste time transferring, which makes my commute way longer. This change is honestly so frustrating. Just tired of having to add an extra bus to my trip downtown. The old 64 was direct, now the 47 just doesn't go where I need to go. The 47 doesn't meet my needs because it doesn't serve downtown. With the express routes gone, I'm forced to transfer, which is inefficient.

I'm so tired of having to transfer just to get downtown. The old 64 went straight there, now the 47 feels useless for commuters. This is ridiculous. You cut the express buses and now the 47 doesn't even go downtown? I have to add an extra 20 minutes just to transfer. Used to be simple, now it's a hassle. The 47 doesn't meet my needs because it doesn't go downtown, plain and simple.

Route 47 is useless since it doesn't go downtown. I used to just take the 64 and be done with it, now I have to waste time transferring. This change is a huge step backwards. I'm so tired of having to plan for an extra connection just to get to work. The 47 doesn't help when my destination is downtown. The route 47 doesn't meet my needs because it doesn't service downtown. Removing the express options and changing the 64 forces an unnecessary transfer, making my commute longer.

The 47 is useless for anyone who works downtown. Why did they get rid of the 64? Now I have to waste an extra 20 minutes transferring. Honestly, I'm just so tired of the extra transfer. All I want is a direct bus

downtown from Sandstone like we used to have. The route change forces an unnecessary transfer for downtown commuters. It adds significant time to my trip compared to the old 64.

Why did you change the 64? Now the 47 just goes in a useless loop and I have to waste time transferring just to get downtown. This is so frustrating. I'm just tired of it. The 47 doesn't go downtown, the expresses are gone, and my commute takes twice as long now with the extra transfer. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and forcing a transfer has made my commute longer and less reliable.

The 47 is useless if you need to get downtown. Bring back a direct route like the 64. I'm so tired of having to add an extra bus and 20 minutes just to get to work. The old system was way better. Why did they take away the express options and leave us with this? Now I have to transfer every single time, it's a huge hassle.

Bring back the 64 or make the 47 go downtown. I'm sick of having to waste time and money on a transfer just to get to work. Used to be one bus downtown, now it's two. All the express buses are gone and this change just makes my commute longer and more annoying. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the route has added an unnecessary transfer to my trip.

The 47 is useless for getting downtown. I used to just take the 64 straight in, now I have to waste time transferring because you cut the express routes. What a joke. I'm so tired of having to take two buses just to get downtown since the 47 replaced the 64. The extra transfer makes my commute way longer. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the 64 has forced an unnecessary transfer on riders in this area.

It's ridiculous that the 47 doesn't go downtown anymore. Getting rid of the express buses and making us transfer just adds an extra 30 minutes to my commute for no good reason. I'm so tired of having to transfer to get downtown. The old 64 was direct, now the 47 just leaves me stranded and waiting for another bus. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means a longer trip with a transfer, which is less reliable.

It's ridiculous that the 47 doesn't go downtown. The old 64 did, and now with the express buses gone, I have to waste time transferring. This is a huge step backwards. Honestly, I'm just so tired of the extra transfer. The 47 is fine, but it doesn't go where I need to go, which is downtown. Feels like my commute got way more complicated for no good reason. The route 47 change doesn't work for me. It doesn't go downtown like the 64 used to, so now I have to add another bus to my trip. It just makes the commute longer.

It's so frustrating that the 47 doesn't go downtown. Ever since they got rid of the 64 and the express buses, my commute is just a game of transfers and waiting around. Honestly, I'm just tired of it. The 47 change means I can't get downtown without adding another bus and a lot more time to my trip. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options forces an unnecessary transfer, making a simple commute way more complicated.

I'm so sick of having to transfer just to get downtown. The old 64 went straight there, now the 47 just leaves me stranded at a station. What a waste of time. It's exhausting. I just want to get to work without having to plan for an extra bus. Bring back a direct route downtown from here. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means I now have to take two buses for a trip that used to be one.

Route 47 is useless if you need to get downtown. Why did you get rid of the 64? Now I have to waste time transferring, it's a huge step backwards. I'm so tired of having to add an extra bus to my commute. The old route took me straight downtown, now everything takes longer. The 47 doesn't meet my needs because it

doesn't go downtown. Removing the express options means a transfer is now required, which adds significant time to my trip.

It's ridiculous that the 47 doesn't go downtown. You got rid of the express buses and now I have to add an extra transfer just to get to work. This change made everything worse. I'm so tired of having to plan for an extra transfer just to get downtown since the 47 replaced the old 64 route. It adds so much time to my commute. The route 47 doesn't meet my needs because it doesn't go downtown. The old 64 did, and now with no express options, I'm forced to transfer, which is less direct and takes longer.

Needs to go to North Pointe with no transfers required. No one needs to go to Sandstone. It's a dead area.

I'm so tired of the route 47. It's useless for getting downtown now that the express buses are gone. I have to waste time transferring every single day. Why did you get rid of the old 64? The 47 doesn't go downtown at all, so now my commute is way longer with an extra bus. The 47 change just doesn't work for people who need to get downtown. Removing the express option and making everyone transfer is a huge step backwards.

Route 47 is useless for getting downtown. You killed the express buses and now I have to take two buses just to get to work. What a waste of time. I'm so tired of having to transfer because the 47 doesn't go downtown. The old 64 was so much more direct, now my commute takes forever. The 47 doesn't meet my needs because it doesn't serve downtown. With the express routes gone, a transfer is now required, which adds significant time to the trip.

Probably but uncertain. See comments on 46. Very similar scenario.

47 does not run deep into Macewan, renders it useless

Route 47 is useless for getting downtown. You got rid of the 64 and now the expresses, so what am I supposed to do? This is such a step backwards for this whole area. Just exhausted with this. The 47 doesn't go downtown, so I have to add another bus and 20 minutes to my commute. It makes a simple trip way more complicated. The 47 doesn't meet my needs because it doesn't go downtown. The old 64 did, and without express options, I'm now forced to make a transfer I didn't have to before.

It's ridiculous that the 47 doesn't go downtown. Getting rid of the express buses and changing the 64 means I have to waste time transferring every single day. I'm just so tired of the extra transfer. The old 64 took me straight downtown, now the 47 doesn't and it adds so much hassle to my commute. The route 47 change doesn't work for getting downtown. Removing the express option means a forced transfer, which makes the trip longer and less reliable.

Route 47 is useless for getting downtown now. I used to just hop on the 64 and be done with it, now I have to waste time transferring. It's a total downgrade. So tired of having to plan an extra bus just to get downtown. The 47 just leaves me stranded, it doesn't go where people actually need to go. The route change from the 64 to the 47 means I can't get downtown directly anymore. With the express buses gone too, it just adds an unnecessary transfer and a lot more waiting around.

I used to take the 64 straight downtown and now the 47 just dead ends. Having to get off and wait for another bus in the cold is ridiculous. It's exhausting. The 47 doesn't go where people need to go, and with the express buses gone, my commute is just a chain of transfers. The route 47 is useless for getting downtown. Removing the express service and changing the route just means an extra transfer and a longer trip for everyone out here.

Route 47 is useless if you need to get downtown. Why did you get rid of the express buses? Now I have to waste time transferring when the old 64 went straight there. I'm just so tired of having to add an extra bus and wait just to get downtown. The 47 change made my commute way longer. The 47 doesn't meet my needs

because it doesn't go downtown. Removing the express option means a forced transfer, which is less direct and takes more time.

It's ridiculous that the 47 doesn't go downtown. I used to take the 64 straight in, and now with the express buses gone, I have to add an extra transfer and it takes forever. So frustrating. Just exhausted with this. The old 64 got me downtown without a hassle. Now the 47 leaves me stranded at a station, waiting for another bus. Makes a long day even longer. The route 47 change doesn't work for getting downtown. Removing the express options and making everyone transfer just adds unnecessary time to the commute. It's not an improvement.

Bring back the 64 or make the 47 go downtown. I'm tired of having to waste time transferring when I used to have a direct route. It's so frustrating that the 47 doesn't go downtown anymore. After you cut the express buses, this just makes my commute longer for no good reason. Honestly, it's exhausting. The old 64 went straight downtown and now I have to add another bus and hope the connection is there. Just feels like a downgrade. The route 47 change doesn't work for getting downtown. Removing the express options and not having a direct route means more time and hassle for commuters.

Route 47 is useless for getting downtown now. Why did you take the express buses away and give us this route that goes nowhere? I have to waste time transferring when the old 64 was perfect. I'm just so tired of the extra transfer. Used to be one bus downtown, now it's two. It adds so much time to my commute every single day. The 47 doesn't meet my needs because it doesn't go downtown. With the express routes gone, I'm now forced to take two buses for a trip that used to be direct.

Route 47 is useless for getting downtown now. I used to just hop on the 64 and be done with it, but now I have to waste time transferring. It's a huge step backwards. Honestly, I'm just tired of it. Getting downtown used to be simple, now with the 47 and no express buses, it's a whole ordeal with transfers. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express option and changing from the old 64 route means an unnecessary transfer, which adds significant time to my commute.

Route 47 is useless for getting downtown now. Why did you get rid of the 64 and the expresses? Now I have to waste time waiting for a second bus every single morning. The change to the 47 just adds an extra transfer for anyone trying to get downtown. It's made my commute longer and more complicated, plain and simple. I'm so tired of having to transfer just to get downtown. The old route worked fine, now my commute takes forever and it's just frustrating.

Why did they change the 64? Now the 47 just goes in circles and I have to add another bus and 20 minutes just to get downtown. This is so frustrating. The 47 is useless if you work downtown. With the express buses gone too, my commute is just a long chain of transfers now. I'm so tired of it. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means a forced transfer, which adds significant time to my trip.

I'm so frustrated that the 47 doesn't go downtown. Ever since they got rid of the 64 and the express buses, my commute is way longer because I have to transfer. It just adds so much extra time and hassle. Having to switch buses just to get downtown now is exhausting. The old 64 was direct and the new setup with the 47 just makes a simple trip way more complicated and slow. The route 47 change doesn't work for me. It doesn't go downtown, so now I'm forced to take two buses instead of one, which isn't efficient.

This is a new route that again doesn't work for the hidden valley/macewan downtown workers. YOU ARE CAUSING OUR COMMUTE TO DOUBLE IN TIME. Why would I ride this bus and not drive myself to work! The Max Green is not the answer. When it hits Beddington Blvd it is FULL! When I say full it means they continue with out stopping! You can put more buses on in the mornings and you are just causing more congestion on Centre and by the time we get downtown you are a mess! This route also ends up at the 78 terminal, as per

my previous comments with regards to the 46... you are causing mayhem and chaos at the crosswalk. You are going to have people running against the light to get to the other side to catch their Max Green, even though it will be full! Why are you taking away express buses when you say it is fiscally ineffecient when you are making new routes and running the buses all day long? When there are 3 buses for the 62 in the morning and evening and are full, or the 64 that has 4 buses. If you are 'dead heading' buses maybe your logistics team needs to do a better job at looking at where these buses could go. I know the 62 bus in the afternoons is a school bus first and then an express bus. Calgary Transit needs to do a better job with logistics and planning routes. If you can't figure out how to run a route then maybe the logistics team needs a new job. You are not fiscally responsible to add another route that runs all day but you can't run 3 buses in the morning and night

Having to take two buses just to get downtown now is such a pain. The old route went straight there and you guys got rid of it. I'm just so tired of this transfer. All I want is to get to work without adding an extra 20 minutes of waiting in the cold. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing the routes has made my commute way longer.

Route 47 is useless for getting downtown. You took away the 64 and the express buses, so now I have to waste time transferring. This is a huge step backwards. So tired of having to add an extra bus just to get downtown. The old 64 was direct, now the 47 just leaves me stranded. Really frustrating. The 47 doesn't meet my needs because it doesn't go downtown. With the express options gone, I'm forced to transfer, which makes my commute longer and less reliable.

The 47 is useless since it doesn't go downtown anymore. Why did you get rid of the 64? Now I have to waste time transferring when I just want to get to work. I'm so tired of having to plan an extra connection just to get downtown. The old route was direct and now everything takes longer. The route change forces an unnecessary transfer for downtown commuters. It adds significant time to the trip compared to the previous service.

Route 47 is useless if you need to get downtown. Why did you get rid of the express buses and the old 64 route? Now I have to waste time transferring every single morning. Just another day, another transfer. The 47 doesn't go downtown, so what's the point? I'm so tired of this extra step. The 47 doesn't meet my needs because it doesn't go downtown. Removing the express options means I'm forced to take two buses now, which adds significant time to my commute.

The 47 is useless now. It doesn't even go downtown anymore, so what's the point? I just need to get to work. I'm so tired of having to transfer. The old 64 went straight downtown, now everything takes twice as long. The removal of the express buses combined with the 47 not serving downtown means a mandatory transfer. This change has significantly increased my commute time.

Route 47 is useless for getting downtown now. I used to just hop on the 64 and be done with it, now I have to waste time transferring because the express buses are gone. This change just makes everything harder. Honestly, I'm so tired of the extra transfer just to get downtown. The old 64 was direct, now the 47 just leaves me stranded. It adds so much time to my commute for no good reason. The route 47 doesn't meet my needs because it doesn't go downtown. Removing the express options and changing from the 64 means a forced transfer, which is less convenient and takes longer.

The 47 is useless if you need to get downtown. Why did they take away the express buses? Now I have to add an extra bus and half an hour to my commute. I'm so tired of the transfer at Brentwood. The old 64 went straight downtown and this new setup just makes a long trip even longer. If the goal was to make getting downtown harder, mission accomplished with the 47. I have to take two buses now instead of one.

The 47 is useless for anyone needing to get downtown. You killed the express buses and now we're stuck transferring because this route doesn't go where people actually need to go. It's a total waste of time.

<p>Honestly, I'm just so tired of it. The old 64 went straight downtown, now with the 47 I have to add another bus and a bunch of extra time to my commute. It's exhausting. The route 47 doesn't meet my needs because it doesn't serve downtown. Removing the express options and changing from the 64 means a forced transfer, which significantly increases travel time. Why did they get rid of the 64? The 47 doesn't go downtown at all, so now i have to</p>
<p>Getting to Creekside and Beddington Towne is great for shoppers and especially commuters who need quick travel to Beddington</p>
<p>Route 47 is useless if you need to get downtown. I used to just take the 64 straight there, now I'm stuck waiting for a second bus. What a waste of my time. I'm so tired of having to transfer just to get downtown. The old 64 was direct, now everything takes twice as long with the 47. The 47 doesn't go downtown, so it doesn't meet my basic commute need. Removing the express options and changing the 64 has made my trip way less convenient.</p>
<p>Route 47 is useless if you need to get downtown. I used to just hop on the 64, now I'm stuck transferring in the freezing cold. What a downgrade. I'm so tired of having to plan an extra connection just to get to work. The old 64 was direct, now everything takes twice as long. The route change just doesn't work for commuters. Removing express options and making the 47 not go downtown means an extra bus every single trip.</p>
<p>Eat shit</p>
<p>The 47 is useless for anyone needing to get downtown now. Why did you get rid of the 64? I used to have a direct bus and now I have to waste time transferring. It's a huge step backwards. So tired of having to take two buses just to get downtown since the 47 replaced the 64. The express buses are gone too, so everything takes twice as long now. Just exhausting. The 47 doesn't meet my needs because it doesn't go downtown. The old 64 did. Removing the express options means a transfer is now mandatory, which adds significant time to my commute.</p>
<p>I will go for a ride on this new route to 78 Ave terminal</p>
<p>This Route is now essentially a feeder route to connect to the 503 at the Sandstone Terminal. If this route is late or delayed then people will be late getting to the 503. Given other rapid transit routes such as the MAX Green, which is often full by the time it gets to the 78th avenue terminal, this could cause a serious inconvenience to people that otherwise had a direct route (64) downtown with no transfer at peak times. Please consider the frequency of this route during peak times. Please be aware that many regular riders of Route 64 I have spoken to perceive these changes as a reduction in service, with longer and less reliable commute times. This perception risks discouraging transit use.</p>
<p>The route changes for the 62 will create significant changes to my work commute. It will mean a lot more time spent on a bus to travel to and from the downtown core. In addition to extra time spent I will need to now start a vehicle, drive to the new stop (too far from my location) and find parking!!!! I have no desire to add time to this already very long commute! This will take more time away from my family and other commitments. I think that I won't be the only person starting a car to drive to and from the new bus- this does nothing for the environment. The bus is usually full so it is VERY difficult to understand the need to make these changes. Green line or not this is a huge inconvenience for me.</p>

Route 86 - Coventry

We still need to have a bus route to go to ascension school. This change will effect our commute from home to school
it's needs to come by harvest hilss
It doesn't go to the stop near my house that the 88 reaches. I also have concerns about merging and crowding nearly everyone who's going north onto one bus when now we have multiple buses for specific areas
Although it is quite disappointing that Route 109 is being discontinued, I can see the potential for this route. A few comments: - Hopefully, the service is more frequent than the 30-minute per bus service that Route 88 currently has, considering it is now serving two communities. - Can the route be renamed Coventry / Harvest Hills to reflect the communities it travels through? - Will connection with the Route 300 going to downtown be considered (Harvest Hills area)? - Will connection with the Route 301 at 78 Ave Terminal be considered during off-peak hours?
I use this route often and love the new changes. Between this and the 157, my house will now be directly connected to businesses in the district, beddington, and the neighbouring community of harvest hills
Far too many riders and not enough buses
Needs a full size bus on weekends. Needs to be more frequent on weekdays, especially at peak hours.
No bus shelter at the bus stop on the east side of Coventry Hills Blvd. between country hills and Coventry Dr NE Snow is never removed from this stop and the company that clears snow from the sidewalk leaves a large barrier to accessing the bench. If in a wheelchair you would never be able to get on transit at this stop. This is completely unacceptable
I severely disapprove the proposed new route for 86. The proposed bus route will eliminate bus service access to anyone living along Coventry Hills Blvd, or those who live in Country Hills Village, reducing accessibility dramatically. As someone who relies on transit, this proposed change will negatively impact me, especially with the inability to get to North Point terminal in a effective manner.
The current 86 route is essential to me and to many of my neighbors in this community. The route is also heavily used by a large number of young children (from elementary to higher secondary) and elderly community members. It conveniently provides easy access to North Pointe.
The current Route 86 provides reliable and easy access to North Pointe terminal, which is essential for someone like me who is reliant on transit to get around the city. The current bus stop I use is located within a very short walk from my home.
Needs more frequency, too long in between buses takes the same amount of time to walk to most places if it isn't on time
Right now, the 86 is a quick way to get to North Pointe. Although severely under-serviced, the 86 currently can be relied upon because it is a short route. The significant increase in route length leaves a much higher risk of buses running late.
General feedback: If this bus is to be used alongside the Max Green to replace the 116 Express routes, the 86 only circles Coventry in one direction, meaning you could have a lengthy ride in either way depending on where your home is. Having a matching route circling in the opposite direction (similar to the 38 Temple and 25 Temple routes prior to the Max line introduction) would help. Additionally, while the 116 takes 25 - 40 minutes to get downtown from my stop in Coventry (traffic and weather depending) and the same coming home after work, using the 86 and then the Max Green takes over an hour due to transfer wait times and overcrowding of the Max Green. Evening rush hour: The 86 also does not circle frequently enough to effectively replace the 116 if paired with the Max Green during rush hour, as I've had to way 20-25 minutes for a bus after

<p>work at the North Pointe terminal when arriving from downtown during rush hour. Morning rush hour: To head downtown in the morning, the 86 stop by my home still has to go through 75% of the route before heading to the North Pointe terminal, making it a long route before getting to the next bus. Then the Max Green is overcrowded, frequently resulting in waiting for 1 or more Max Greens to show up before there is room to get on the bus.</p>
<p>It doesn't have the right frequency during rush hour. I use this to catch MG from North Pointe but 30 minutes frequency in the evening and the same in the morning doesn't serve the purpose. In 30 minutes I can walk from my home in Coventry Circle to North Pointe.</p>
<p>This comment is about Max Green (there was no way to select that on the list of options). Unless you start your journey from North Pointe on MG, it's impossible to get a seat, especially during peak hours. Even then, you sometimes have to let multiple buses go. A 40-50 minute journey standing isn't comfortable. I feel for every other person who gets in the bus even at the next stop from North Pointe on MG as it's impossible for them to get a seat. The buses are beyond crowded. Plus the seats are beyond uncomfortable, by the end of the journey your back aches with the hard seats and your lower body is in partial spasm. Try taking the bus from NP between 7:15 to 8 am. While coming back from downtown it's the same story.</p>
<p>Need more buses for coventry north</p>
<p>Extend weekend service till midnight</p>
<p>The 86 north only runs every half hour, next closest bus options are the coventry south 86 is a 15 minute walk and it's a 25 min walk with any other bus route - too far in the deep cold, snow, or carry groceries. This turns into a 2.5 hour commute to work to SHC or RGH hospitals because of few options to and from NP terminal</p>
<p>The route is confusing why can there not be 86 & 87 in stead of an 86 and an 86 south - this makes it hard to learn the route I think the route can be better planned</p>
<p>Usually pretty good and on time</p>
<p>Please note that frequency may have to change as 1) this doesn't run frequently enough during the morning & evening rush hour, 2) the types of buses that run during the busiest time are regular-sizes (and are extremely cramped), and 3) extra bus may have to run during school dismissal time because buses may be too full to pickup students</p>
<p>The revised route doesn't address the core issue with the 86 when compared to the soon-to-be-dead 116, unless frequency increases. The 86 doesn't have nearly enough frequency to make sense with the MG or other downtown-bound routes. It's common to arrive at the North Pointe terminal on the MG and find it is faster to walk 25-30 minutes home from there instead of waiting for an 86 to arrive. The 116 was invaluable to get downtown with any degree of efficiency from where I live, deep inside Coventry. The MG is already stuffed to the gills during peak times, which makes me further question the elimination of the 116.</p>
<p>Really good idea for it go to 78 ave terminal, gives a few more options to get downtown since you will end the 116 express BUT all this is contingent on frequency. If not frequent enough, it sort of renders the whole network useless if you can't get anywhere in a timely manner.</p>
<p>If there is still a stop WB Harvest Hills Dr NE and Harvest Glen Rise NE , this meets where I need to get on and off. Not sure how much longer it will take to get there with the proposed changes as the route appears longer, bus might number fuller as I am near the end in the morning and would have to take the bus all the way around doubling my commute time and making it even longer to get home. The 300/500 might be an option but in the winter and dark a 20-30 min walk to the stop is a lot. Plus transferring to another bus at either 78th Ave or Harvest Hills Blvd/96 Ave, might have to wait for busses as the MG is full already leaving North Pointe</p>

<p>If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.</p>
<p>Please make the 86 route be it own bus rather than be intertwined with the 114 route. I've seen cases where people walk towards the 86 only to change into 114 and be disappointed.</p>
<p>The information provided online in the North Central TSR does not provide any information about frequency of trips on the route. Right now, I almost always take the 116 to and from work. Whenever I have to take the 86 to North Pointe to catch a different bus downtown, the stop is crowded with people trying to get on the Max Green to downtown. Will the number and frequency of the Max Green increase to account for the loss of 116 and other community express shuttles? When I have to take the Max Green to North Pointe after work, it rarely if ever coordinates with an 86 bus to connect with. I either have to wait 25 minutes for the next 86 or walk home from North Pointe. It's often faster to walk. Again, I am interested in knowing the number and frequency of the new 86. I also note that where I would typically catch the 86 or 116 is towards the end of the new 86 as it would be heading to North Pointe. I expect the bus will be full by that point which would greatly diminish the comfort of the ride. I can't imagine going from the 116 as it is now to standing room only on the 86 followed by standing room only on the Max Green.</p>
<p>The new 86 will miss half of harvest hills community. It does not meet our community needs because we have to transfer to go downtown.</p>
<p>Too late leaving downtown</p>
<p>New route completely avoids my area</p>
<p>2 way service is not necessary. Will add more traffic and noise to community and the travel time thru coventry hills is minimal.</p>
<p>Infrequent Confusing with north and south routes, even the drivers dont know which route they are on Too long of a route to connect to North point. Not remotely close to being a viable option for business commuters</p>
<p>I only use this route when the 116 is not available. It seems to run on schedule so it is great for getting around.</p>
<p>So you are discontinuing the express route 116 which is packed every time I use it, and going to make everyone get on the 86 to go wait for a Max Green bus? Sounds fun in winter. How is that more efficient for anyone who uses the express routes! It isn't. You just don't really care about the individual, transit users getting pushed in to driving to work instead is only going to make the hellscape that is Deerfoot 100 times worse. Great idea.</p>
<p>There is no clear indication of the direction this route will take. It also looks like it might miss half of each community. Is the expectation that we would depart from the 301 or whichever bus we take north at 78th and then get onto the 86? How often will the 86 be running? It does not look like it is a circle route - so will there be two buses, one going in either direction? I will end up discontinuing using the community bus entirely and will end up taking either the MG or the 300 and walking the difference.</p>
<p>The recent route change proposal has eliminated convenient bus access for residents between Country Hills Drive NW and Harvest Hills Blvd N. Previously, transit in this area was accessible and efficient, but the current routing now forces riders to walk significantly farther—especially difficult and unsafe during winter conditions. The proposed removal of the MAX Green southbound stop at Harvest Hills Blvd & Harvest Oak Gate (Stop ID 8332) creates a major gap as well. This stop is critical for residents located between Country Hills Boulevard Station (Stop ID 4266) and 96th Avenue N Station (Stop ID 4591), many of whom rely on this connection for commuting downtown. This change reduces accessibility, increases exposure to harsh weather, and disproportionately impacts those without alternative transportation.</p>

This route needs to be expanded. It is often overcrowded and people cannot even get on at certain times of the day.
Regarding the route, I enjoy having both the north and south portion of it. The only thing I don't like is it doesn't start running every 15 minutes until roughly 7:20 a.m., which is a hassle in the morning for people going to work or school, because the route only runs every 30 minutes prior to that.
More time needs to run.
While having the route extend to North Pointe is useful, the long deviation through Coventry Hills after coming from Harvest Hills makes it pointless to ride all the way to the end. It is also a shame to no longer see service looping all the way around Harvest Hills, as I frequently use stops on this side of the community.
The bus schedule sucks. Every single time that I get to the north point terminal from taking the 8 or the 301, I watch my bus leave. How does it make sense that the bus is leaving the moment a bus with major route arrives? It doesn't help that the next bus doesn't come until 30 minutes later. In that time I can just walk home. There were times where I walked 20 minutes to get home rather than waiting.
With the elimination of the 116, there needs to be more early morning bus frequency for the new 86 to connect to the north pointe max green for downtown service. I also assume the new 86 is a 2 way route between terminals.
Can now get to north pointe without transferring buses

Route 89 - Lions Park/ North Pointe

Sandpiper Road
I think it should be run all day, instead of only at rush hour.
Enhance service time span Or get covered by the modified 503
All day service would be great
This route should not be moved to Berkshire Blvd. The reduced travel time is not worth the tradeoff of introducing a transfer at Sandstone Terminal. The communities of Sandstone and MacEwan already lack an all-day connection to the Red Line, and while there is no mention of whether hours will be extended or frequency increased, moving this route out of the community will only worsen the transit situation in the community. Students from multiple schools rely on the 89 as their only connection to a C-Train Station, and introducing a required transfer for this route does not improve it.
The shortening makes it more viable for folks who will transfer at North Pointe
Great, more efficient route. The main issue is the lack of all day frequency on this route making it useless to me and many other transit users.
Really hoping for all day service and good frequencies; I also like the more direct routing. Would like to see it continue south along 14 St, across the river, and over to Elbow Dr to connect up at Chinook.
Don't move this route out of the communities. Having to transfer buses is a massive pain.
I am not in favour of the new alignment of the 89. As someone who lives in MacEwan, the new alignment would cut me off from using it. The 89 is my primary route to the university of Calgary. Were it to bypass me I would be forced to use my car or make connection (which would be much more inefficient). Unrelated, but I

<p>actually think the 89 should be more frequent and include more stops along 14th st. I believe more people would use the route if it stopped a bit more along 14th st, meaning people living along that road have better access to north Pointe and lions park station. And if more frequent trips (either Sunday level of service on weekends or trips during non-peak hours) were implemented even more people would ride it. To get back to the main point, I firmly believe the 89 should not be realigned as shown in the concept plan.</p>
<p>I always found that it wasn't running at a time to take me to or from SAIT</p>
<p>Taking the 89 and the C-Train to get downtown take an hour. Not good enough. Would the 89 service be like right now only during the week and pick hours? How about the frequency. Not impressed so far with your proposal.</p>
<p>I think this bus should be every hour. It takes me from my work to my house otherwise I go walk to catch the 301. This bus is definitely needed more often.</p>
<p>It does not go to Sandstone Drive anymore! Then what about the people who take the bus on that route? Are not considering those passengers who wants a direct access to C-train at all? Also, no mention on how often the bus will be!</p>
<p>The new route completely eliminates pick up in the MacEwan area. Should the express buses also be removed. This eliminates options to get to the Centre Street Terminal. With the elimination of the 89, 64 and 62, the MacEwan area becomes an underserved area, left to flounder with one feeder bus to get to Centre Street Terminal.</p>
<p>It would get me closer to home than 47</p>
<p>I live on Macewan Park View and currently take the 64 to get to work Downtown. Now with the 64 being cancelled which will have a huge effect on my getting back and forth to work I had planned to walk to 89 to lions park but now it seems I can't do that. How can I get from Macewan Park View to downtown with these changes?</p>
<p>If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.</p>
<p>Wondering if the 89 will run all day. If so, any chance this route would merge with 414- 14th Street West?</p>
<p>My daughter is a student at Queen Elizabeth High School and the 89 currently takes her right to the school. I don't see provisions for direct-to-school transport. Walk to/from the bus stop will now be over 1km each way, up from 500m.</p>
<p>Taking this bus would cause me to walk 15 min every day and increase my commute from a 1/2 hour to easily over an hour. This is unacceptable</p>
<p>This would add far more time to my commute. I have a young family, I can't be away from them for even more time.</p>
<p>Children use it to go from North Pointe to St Francis High School. Appreciate it if this route is improved but not to jeopardize the additional stops it makes during school transit time</p>
<p>The 404 which is a similar route that my daughters take to get to Madeline DHouet School does not run often enough, it runs every hour and leave the stop 10 min before school is dismissed</p>
<p>Can this route come though the North for communities like Livingston, Carrington, Evanston, and Keystone? The north would really need to connect direct buses at least going through there. My neighbors and us always take an extra time to travel over there. Thanks</p>

Needs a stop at St Francis High school
The bus is unreliable in inclement weather. Frequent route cancellations in the early morning if the roads get icy. Unexpected cancellations after school during cold weather. Periodically does not follow the projected route. We have lodged a number of complaints over the last few years.
Right now it doesn't run all day so we can't get to a C-train route (north hill/lion's park) or even if I have classes at Sait it only runs a bit in the morning and a bit in the afternoon. Horrible service
The new proposed route 89 bypasses MacEwan. I need to get to SAIT and this is the only somewhat direct route to get there. Taking the express buses get me to Centre Street but I am looking at extended ride time as I either go all the way downtown and then train back up or get off at 16th Avenue and find another westbound bus.
This is the best option to get to SAIT as it runs straight down 14th Street to Lions Park LRT. However if I have a later class or a class runs past 6 pm I cannot use this route. The new route completely bypasses MacEwan making it even more difficult to catch the bus.
Frequently late in the mornings. Kids are always late for school. So, we refused to use it. Now we need to use either 3 or 64, which means longer walking distance from home. Now it takes my daughter more than 1 hour of traveling distance to get to Madeleine Douet school. She needs to use two buses just not to be late. Awful public transit schedule.
This bus only goes during peak hours which makes it inadequate for my needs
Use this for office commute
After our designated school bus was taken away (St Francis 810 from North Pointe to St Francis) we were told to take the 89. The 89 does not run regularly making it difficult when school times are adjusted on Fridays. Taking the 89 home from St Francis hasn't been successful - long walk to catch it on 4th street. The alternative to take a 4 or a 20 bus to 78th Ave Terminal is ok, but then trying to catch a connecting bus to North Pointe has been difficult - full buses that don't stop and it can take up to a half hour wait at 78th Ave Terminal to get to North Pointe. Having the 89 loop around St Francis would be ideal.
As a university student who has a schedule full of 8 AM classes, the 89 is the main transit route used in the morning to get me to class on time and effectively. Despite the 89 only being run a handful of times every single day and being impossible to catch even when it is running, the City of Calgary has somehow made it even worse and downright next to useless for half of Sandstone and all of MacEwan. When making these changes, did you just completely ignore the fact there are dozens of people each day that now do not have a way to commute to downtown or a LRT station in the morning for either school or work. And along with the discontinuation of the 64, this completely leaves both me and many more students, workers, and people with no reliable way to get to work on time and forces people to transit over an hour despite other, further communities taking less time. This change in the 89 is terrible and makes a route that is barely on the roads into one that is only somewhat useful for only a quarter of the people that currently use it, leaving the others with zero somewhat quick way to commute.
For the most part route 89 meets my needs but it would be great if there were more earlier and later times to catch it not just on a RUSH OR EXPRESS TIME. Deleting this service or changing the route isn't needed. Again, try catching the bus yourselves on a regular basis. There are too many vehicles on the road and Calgary traffic will only be more congested and polluted with vehicles. Having more buses available is the solution. Many cities, such as Ireland, Vancouver, Montreal have adapted to accommodating people that need transportation by not adding more vehicles on the road. Why can't we? Aren't we suppose to be thinking about our environment and pollution besides pushing to have hybrid or electric cars. Buses and C-trains can

<p>accommodate more people. Having a vehicle is costly, there's insurance to consider, maintenance of the vehicle or vehicles and changing the tires, etc. So, who is polluting the earth more? Many people cannot afford to have a vehicle, how about accommodating them rather than penalizing etc.</p>
<p>Needs to run more often</p>
<p>Current route - this is the only direct route to northpointe/ vivo / Notre dame school / library etc. It is direct but no mid day times. The proposed changes would mean that myself and others in my neighbourhood would have to walk 20-25 minutes to catch this bus. The only alternative would be taking a different bus and transferring, which would double the transit time. There are many seniors in our area for whom these are both terrible options. And teens who work in the stores in those plazas who can't afford that extra transit time after school.</p>
<p>This route connects all the SAIT students and staff from the Macewan community with SAIT Buildings.</p>
<p>This is not a direct route to reach downtown for employment services, as I will have to transfer onto the C-Train at the Lions Park station. This is a longer and less efficient transit service route.</p>
<p>You have it running for a couple hours in the morning and hoping to get to the lions park c-train but you can't get on the train in the mornings because the train is full. Again that is why the 62/64 express was working for these communities. Then on the way home it doesn't run during rush hour</p>
<p>Keep it please</p>
<p>Route 89 doesn't come into MacEwan at all, so we have zero direct C-Train access. It's honestly ridiculous that a whole community is just cut off like that. I'm so tired of having to walk 20 minutes just to catch a bus to the train. The 89 skipping MacEwan makes getting downtown a huge hassle every single day. If the 89 actually served MacEwan Glen, we could actually use the C-Train. Right now, it's useless to us.</p>
<p>It's ridiculous that the 89 doesn't come into MacEwan Glen. We have zero train access and it feels like we're just forgotten out here. Honestly, I'm so tired of having to walk 20 minutes just to catch a bus that gets me to the train. The 89 skipping MacEwan makes a simple commute way harder than it needs to be. If route 89 actually came through MacEwan, we could finally get to the C-Train. Right now, we're completely cut off.</p>
<p>Route 89 skipping MacEwan Glen is a huge pain. We have zero C-Train access now and it feels like our neighborhood just got forgotten. I'm so tired of having to walk 20 minutes just to catch a bus that connects to the train. The 89 should really come through here, it's basic service. No 89 in MacEwan means no train for us. Simple as that. Makes getting downtown way harder than it needs to be.</p>
<p>It's ridiculous that the 89 doesn't come into MacEwan at all. We have zero train access without a long walk or another bus, it's like we're not even part of the city. So tired of having to walk 20 minutes just to catch a bus that goes to the train. The 89 skipping MacEwan completely cuts us off. The 89 route needs to include MacEwan Glen. As it is, residents here have no direct access to the C-Train, which is a basic service.</p>
<p>It's ridiculous that the 89 doesn't run through MacEwan at all. We have zero direct access to the train now, and it adds so much extra time to every trip. Fix this. Honestly, just tired of having to walk so far or take two buses just to get to a C-Train station because the 89 skips our whole neighborhood. It makes a simple trip way more complicated. The route 89 not serving MacEwan Glen means residents here are effectively cut off from the CTrain network. This is a major service gap that needs to be addressed.</p>
<p>It's ridiculous that the 89 doesn't come through MacEwan at all. We have zero direct access to the C-Train from our own community. Honestly, I'm just tired of having to walk 20 minutes or transfer twice just to get to a train station. The 89 bypassing us makes no sense. The route 89 skipping MacEwan Glen completely cuts us off from the LRT. Please extend it into the neighborhood.</p>

<p>The 89 stops running way too early. I am unable to spend quality time with friends and family in the city, or have a safe and quick commute home from work because I now have to take a bus from downtown to 78th ave, just to wait half an hour for the 46, so I can walk twelve minutes to my house- as opposed to a straight shoot from wherever I am into my neighborhood. It is impossible to take transit in this city if you don't live directly in the middle of downtown.</p>
<p>It's ridiculous that the 89 doesn't come into MacEwan. We have no way to get to the train without a huge walk or another bus. I'm so tired of having to take two buses just to reach a C-Train station because the 89 skips our neighborhood entirely. The 89 bypassing MacEwan Glen completely cuts us off from the CTrain. It's a major gap in service for this area.</p>
<p>It's ridiculous that the 89 doesn't even go into MacEwan. We have zero direct train access and it feels like our neighborhood is just forgotten. Honestly, I'm so tired of having to walk 20 minutes just to catch a bus that goes to a train station. The 89 skipping MacEwan makes getting anywhere a huge hassle. The 89 route needs to include MacEwan Glen. Without it, we are completely cut off from the C-Train network. It's a basic connectivity issue.</p>
<p>It's ridiculous that the 89 doesn't come into MacEwan. We have zero direct C-Train access and it feels like our neighborhood is completely forgotten. Honestly, just tired of having to walk 20 minutes in the cold just to catch a bus that actually goes to a train station. The 89 skipping MacEwan makes no sense. The route 89 bypassing MacEwan Glen cuts off our only reasonable access to the CTrain. Please extend it into the community.</p>
<p>It's ridiculous that the 89 doesn't come into MacEwan at all. We have zero direct access to the train now, thanks for that. Honestly, I'm just tired of having to walk 20 minutes to catch a bus that gets me to the train. MacEwan feels completely cut off since the 89 bypasses us. The route 89 skipping MacEwan means residents here have no C-Train connection. It's a basic service that's missing.</p>
<p>The 89 doesn't even come into MacEwan Glen. How are we supposed to get to the train? It's ridiculous. Honestly, I'm just tired of having no real way to get to the C-Train from here. The 89 skipping MacEwan makes a simple trip way more complicated. If route 89 actually served MacEwan Glen, we'd have C-Train access. Right now, it doesn't, so we're totally cut off.</p>
<p>If this is my only option to gain quick access to Sandstone or LRT the bus should come through Macewan and services be regular hours and during weekend. Recommend that the bus from 14 detour up macewan Glen drive and turn right to Macewan Drive/ right on 14 and left on Berkshire blv to get to sandstone terminal.</p>
<p>Route has been cut off + no longer services MacEwan</p>
<p>Works well for an option to connect to train to go downtown or elsewhere but no coming frequent enough. #46 -> takes too long to get to 78 Ave terminal</p>
<p>As the 89 currently runs through Macewan and my kids over to the C-train to Sait - now they have to drive over to Sandstone.</p>
<p>Macewan is now entirely cut off from the 89 route. This makes it impossible to get to the c train station. 46 - Does not get to downtown.</p>
<p>It's ridiculous that the 89 doesn't come into MacEwan Glen. We're completely cut off from the train because of it. So tired of having to walk 20 minutes just to catch a bus to the C-Train. The 89 skipping MacEwan makes a simple trip way harder. If the 89 actually came through MacEwan, we could finally get to the train like a normal community. Right now, we're just stranded.</p>

Why is the 89 the only bus that skips MacEwan? We have no way to get to the train without a huge walk. It's ridiculous. I'm so tired of having to walk 20 minutes just to catch a bus that goes to a train station. The 89 bypassing us makes getting downtown a huge chore. The 89 doesn't serve MacEwan Glen at all. This means residents here have no direct C-Train connection, which is a major gap in service.

It's ridiculous that the 89 doesn't come into MacEwan Glen. We have zero direct access to the train now, and it adds so much extra time to every trip. Fix this. Honestly, I'm just tired of it. Having no train connection from MacEwan means an extra bus transfer every single time, and it's wearing me out. The route 89 bypassing MacEwan Glen completely cuts us off from C-Train access. This is a major gap in service for our community.

This is another useless bus route. It runs for a few hours in the morning and a few hours in the afternoon. Let's just say that you add more times to run this or even all day. Fiscally not responsible as it isn't full but you could run a few express buses that would be full and much more fiscally responsible. Again this route is it is, is not useful. Okay you are adding more stops... now you are taking this bus away from MacEwan and Sandstone with the new route. I am lucky enough I can walk to 14th and Berkshire, but if I commute to downtown and take this to the Lions Park CTrain... guess what... the CTrain is full and good luck getting on. Oh but guess what there is a problem with a train down south... well it affects the whole CTrain network... why is it logically to put EVERY TRAIN ON THE SAME LINE... my gosh this city does not think things out. One problem anywhere on the CTrain and it stops working! Back to the 89... useless and even with the changes it has totally skipped neighborhoods... but running more frequently wow... you are just causing most people to stop riding the bus and driving.

It's ridiculous that the 89 doesn't come into MacEwan at all. We have zero direct access to the train, it's like our neighborhood doesn't exist. I'm so tired of having to walk 20 minutes just to catch a bus that goes to a train station. Can the 89 please just loop through MacEwan Glen? The 89 route completely cuts off MacEwan from the C-Train. This needs to be fixed for basic transit access.

It's ridiculous that the 89 doesn't run through MacEwan. We're completely stranded from the train. I'm so tired of having to walk 20 minutes just to catch a bus that connects to the C-Train. The 89 skipping MacEwan makes no sense. The route 89 bypassing MacEwan Glen cuts off direct C-Train access for this whole neighborhood. It's a major service gap.

The 89 completely bypasses MacEwan Glen. It's ridiculous that we have zero direct C-Train access, you have to walk forever or take two buses. Why does the 89 skip MacEwan? We're totally cut off from the train, it makes getting downtown such a hassle. Honestly tired of having no train connection from MacEwan. The 89 route just ignores our whole neighborhood.

Easier to get connections and direct route to lions park

It's ridiculous that the 89 doesn't come into MacEwan at all. We have zero train access now, thanks for that. Honestly, I'm just tired. I have to walk 20 minutes in the cold just to catch a bus to the train because the 89 skips our whole neighborhood. The 89 route needs to be adjusted to serve MacEwan Glen. As it is, we are completely cut off from the C-Train network.

It's ridiculous that the 89 doesn't run through MacEwan. We have zero direct access to the train now, so thanks for that. Living in MacEwan and having no bus to the C-Train is exhausting. The 89 skipping us just makes getting anywhere a huge hassle. The 89 route needs to include MacEwan Glen. As it is, we're completely cut off from the LRT system.

The 89 now skips MacEwan entirely, so we have zero way to get to the train. It's ridiculous. You keep raising fares and adding service to all the new suburbs while ignoring established neighborhoods full of families who

actually need it. Honestly, I doubt you even read these. Every time we complain, Calgary Transit just shrugs and does whatever they want anyway.
You have taken away access to the 80 through macewan and now I have to walk (45 minutes) over to the sandstone terminal to catch the 89 to go to the ctrain
The 89 used to connect us to the train. Now it just bypasses MacEwan entirely, so there's literally no way for us to get to the C-Train. It's so unfair. They keep raising fares and focusing all the service on those new fancy suburbs, while ignoring established neighborhoods like ours that actually have more families and kids. Honestly, why do they even ask for this feedback? Every time someone complains, Calgary Transit just shrugs. They don't care.
The current route of the 89 is very convenient and reliable for those riders in Sandstone and Macewan. Under the proposed route changes those same riders will need to take a feeder bus (46 or 47) to then take the 89 so they can transfer to the C-Train. This is effectively another transfer. I would encourage Calgary Transit to carefully consider the real world impact these changes will have on existing riders.
Doesn't even come into or near macewan
Route 89 completely skipping MacEwan now is such a pain. We have zero way to get to the C-Train, which feels incredibly unfair for everyone living here. It's like they only care about building up new areas while raising our fares and ignoring established neighborhoods full of families. Honestly, I doubt you'll even read this, your reps never seem to actually listen or care about our complaints.
I used to rely on the 89 to get to the train, but now it just drives past us. It's incredibly unfair to cut off our whole neighborhood. Feels like the city only cares about the shiny new suburbs while raising fares on families in established areas like ours. Honestly, I doubt anyone even reads these comments. Your service reps never seem to care about fixing real problems.
Route 89 now completely skips MacEwan, so we have zero way to get to the train. It feels incredibly unfair for everyone living here. You keep catering to new suburbs while raising fares and ignoring established neighborhoods full of families. Honestly, I doubt this feedback even gets read. Your reps seem totally indifferent to any complaints we have.
It's so frustrating that the 89 doesn't come into MacEwan anymore. We have no way to get to the train now, and we're just stuck. It feels like all the new neighborhoods get all the service while they keep raising our fares and ignoring established areas like ours that are full of families. Honestly, I don't even know why I'm writing this because Calgary Transit never listens to us anyway. They just shrug off every complaint.

Route 114 - Panorama

Pretty good service.
It would be nice to expand the route to cover more area
Better connectivity with the surrounding neighborhoods and businesses, this is great
This is regarding for the 421, I always use it to go to school or to North Pointe, if it changes then with the North Trail Students, they will have to go ride the MG just like the 64 which is unneeded with so many students that go to Buffalo Rubbing School, Captain Nichola, North Trail School riding the 421, that would just make it harder for them to go to school when hundreds of kids ride the 421 just to go to school.

<p>The 114 is historically, in my experience, a route that has low ridership and unreliable scheduling. I've taken this route at all times and days and have at most seen 10 people on the bus at one time. Not only that, but generally after 7:30pm on weekdays when it is supposed to arrive every 20-30 minutes, I've been waiting at times for upwards of 1 hour for the bus. If we want to expand the 114 to all of Panorama, which I think is great, it needs to have many more buses, greater frequency, and especially have it made to actually show up when it is scheduled to show up. It would be far better to expand the operating hours of the 142 instead, which is a much faster and more reliable line.</p>
<p>Please extend this, or any other route, farther up Panatella Drive. I live at the very end of it, but I am physically disabled and have a very difficult time going up and down the hill. The closest stop to me is still a 15 minute walk for me (8 for an able bodied person) and although I live close to North Pointe, the biggest struggle in my commute is just getting there.</p>
<p>Please add more bus for Panorama Hills (It's a hassle always to rely on just one bus and most of the them when snowing it re routes.)</p>
<p>Hope the 114 frequency will be greatly increased from the 123 and 142. Catching bus near Nicola Goodard school slightly increased the change of waiting 30 min with the two busses unless its the times they are synced</p>
<p>The propose droute is fine but please have it follow the old 114, have it turn right on country hills dr nw and then straight onto panorama hills way nw (the old 114 routing). the current routing is fine, i dont mind if you change some parts but there was no reason to remove service there</p>
<p>Taking away the express routes downtown will just completely clog the Max Green. It already fills up at the terminal and stops past the bext few stops. We need MORE express busses, not more local routes. The current local routes work just fine.</p>
<p>Transit has lower ridership after the pandemic due to length of wait between busses. After looking st the proposed changes for all the routes cutting off areas of service that were previously in service isn't a good idea for the some such as seniors in winter as they'll have to walk far distances to new routes proposed. Horrible idea</p>
<p>The 114 should operate every 10 minutes instead of every 40. The new route will make it easier for me to transit to the Save-on grocery store, but I don't think it will be worth taking longer to get to North Pointe Station -- especially if the 114's frequency remains as low as it is. North Pointe Station is currently a 6 minute ride from my bus stop (Panorama Hills Me NW), and I am more likely to take transit to other communities than the grocery store, which I can bike to. There is also the issue of if the 114 will continue to move in both directions (north and south) or just one -- please preserve both directions.</p>
<p>On weekends and especially Sundays route 114 and route 301 run only every half hour, which makes planning for attending and returning from events and shopping difficult. Buses, especially 301 are overfilled on Sundays because of the long wait between buses</p>
<p>If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.</p>
<p>Catch it going homebound when MG is cram packed (often)</p>
<p>we have kids that take transit and go to school in hidden valley (designated). the closest bus route for them to get home is to walk to the 123 inbound to northpoint. Get off on panatella blvd, and then hop on the 421, or walk 15 minutes to get home. These are kids that are 11/12 years old. The route should not be changing unless a designated school route bus to all areas of panorama can be provided, as of right now the school</p>

route bus drops kids 30 minutes walk from house. do better calgary transit, the current routes meet the needs of residents in panorama hills.

The new proposed route will add significant travel time to meet my work schedule. Travelling from Panorama Hills Drive to the Downtown core will involve a transfer. This route currently runs every 30 minutes now, so with the new route will there be more frequent times? I need to be DT to start work at 7 am, will this bus have early routes that connect at either North Point or 78 Avenue at 6am? Having to transfer could mean delays if the routes do not connect. Will Max Green run more frequent at North Point without sitting at stops, supposed to be BRT.

Unreliable, poor frequency. At rush hour the drivers are continually late, then can arrive over 25 minutes late and almost stack on top of each other

The recent route change proposal has eliminated convenient bus access for residents between Country Hills Drive NW and Harvest Hills Blvd N. Previously, transit in this area was accessible and efficient, but the current routing now forces riders to walk significantly farther—especially difficult and unsafe during winter conditions. The proposed removal of the MAX Green southbound stop at Harvest Hills Blvd & Harvest Oak Gate (Stop ID 8332) creates a major gap as well. This stop is critical for residents located between Country Hills Boulevard Station (Stop ID 4266) and 96th Avenue N Station (Stop ID 4591), many of whom rely on this connection for commuting downtown. This change reduces accessibility, increases exposure to harsh weather, and disproportionately impacts those without alternative transportation.

My main concern with the 114 is it replacing both the 421 and 123 service. I want to know what the frequency would be like on this new route. During peak times the 421 Panatella route already has service every 15 minutes and buses are often full. It is very convenient having such a frequent bus that comes so close to where I live, I worry that having the route become more longwinded will see the bus become even more crowded and schedule adherence may drop off. I also travel to Sage Hill often, and with the discontinuation of route 123 this becomes much more annoying, needing to come through Evanston first.

The reduction of the available routes in the Panorama area, which during snow routes are already a headache, reduces the ability for riders to find the best possible way to get to and from their points of destination. Key example is Bus 8 on this route. This route reroutes during heavy snow days, which in turn, isolates and abandons certain key points in the Panorama community. Having multiple routes (which these changes are removing) gives transit riders (tax payers and paying customers) a wider range of use of a service that they pay for. The bus system is already so unreliable (route times are at the whim of the driver, snow ploughing systems are at the whim of the city, and this Route Ahead initiative which doesn't seem to actually serve the residents). Thus, ensuring that residents of this area has the most sufficient coverage, should be the utmost priority. What is highlighted for these proposed changes: improved travel times to downtown -- not going to happen when you're now forcing downtown workers to transfer bus lines, when there is a working express bus (142) in place. Again the unreliability of the transit system will come into play. Another proposed change: increased service outside of Stoney Trail--this supposed 'improvement' is at the detriment of a community that has been here much longer than those outside of Panorama. Yes, we can all agree that increasing the service outside of Stoney Trail should happen but removing routes is not a solution.

It is good

It's not enough buses to running.

Without 142 express in the morning and afterwork, it will take more time to transit back and forth. I don't see any MAX Green was added more buses in the morning. Currently, My co-worker was taking Max green (301) from 78 ave in the morning and she has no choices to take on Bus # 3 to get into down town as at least 2-3 Max green busese were packed during her waiting period. Also, as you can see the cardinal type buse was not

working during winter time. If you have cancel the 142 in the morning and after work, I don't see any hep to release the customers' frustration during the peak hours of the day.

Route 157 - West Stoney Industrial

Rerouted to pass by my house, fantastic new connections!
Being able to directly access the 157 to saddletown significantly reduces my commuting time for work and personal needs
If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.
Schedule is as and no connection between other routes and this route
The increased travel time is not good for operators trying to get to their work. This means that operators will have to spend longer travel times with no extra travel time paid
Provide accurate timing something it's late and it does not match morning like it's gets at north point 8:08 when it's suppose to get there 8:3 because of that I miss my other bus 115 or 123 which cause delayed to get to my destination
Indian dumbasses

Route 503 - Symons Valley

Overlap with 3/301/500, could use 64 Ave N and 14 St W to connect City Centre after interchange stops with 301. Better connectivity to: City Centre West Nose Hill Park East Lions Park LRT / North Hill Some schools Relieve traffic pressure along Centre St N. Better utilisation of a arterial roadway Please be a daily daytime route
A connecting route running along Country Hills Boulevard from Saddletowne -> North Pointe -> Nose Hill -> Crowfoot would make crosstown trips a lot easier and more convenient as well.
It's beautiful and I hope it will have good service span & frequency
I like the idea of introducing a new limited stop route along this route. Sandstone Terminal is currently lacking any major routes other than the 3, and introducing this service will help improve the overall connection points there.
I very much like the idea of a new max-style route on centre st. From downtown this time to a community with limited access to downtown. I believe it could better connect the community with cultural hubs along centre st. Too. Of course me living in macewan means I'll have to use the park and ride or catch a connection from/to sandstone terminal to take it. But aside from me, this route could greatly benefit others. Overall solid and good new route
I doubt that I'll use it to get Downtown from where I live in the West side of Hidden Valley, but that connection up to the Creekside Shopping Centre is a very welcome addition that i look forward to exploring.
Ensure route has high frequency, long service span, and smooth connections to ensure fast travel times

Amazing route and it should be implemented ASAP. It can be changed a little bit to help Evanston riders more, as the majority of Evanston won't be able to access this route without taking the 115, which only comes every 30 mins. But this route will help everyone living in the Symons Valley area so much for a direct way to downtown
Finally folks don't have to rely on the 82 and Red Line to get to downtown. Huzzah!
I like the direct routing from the NW part of the city to Downtown. Hopefully the service is frequent to alleviate some of the ridership off MAX Green.
Fantastic new route, I'd suggest maybe branding it with the max green, possibly as a branch. For all intents and purposes they'll provide the same level of service, the big investments for fancy stops with digital signs look nice but don't change that much.
Significantly better option for Symons Valley and Centre Street/Downtown movements
Overall I think the link between sage hill and Downton is very practical and good. Although its closest stop to me would be sandstone terminal, I still believe it would service people in the sage hill area better, I also believe besides downtown it's a great link cultural hubs like centre st. And beddington Towne centre.
I would love to see the new bus route in person.
It would be a better option for those that have to transfer from the 123 to MG at North Pointe, however, there might be problems when a rider in Kincora is unable to use the 123 to get to Sage Hill. I suggest that it can be routed through SB 37 St NW, then EB Kincora Glen Road NW, onto SB Symons Valley Road NW.
The stop is too far from my house. I can't imagine walking at minus 15 or minus 25 15 me nues to the bus stop
This route would be amazing for our one car household
Increases walk to get to express bus compared to the 421. Currently walk 20 min to/from 421 for rush hour which is less time then taking the Max Green and transferring to the 142, 123 or 8 at North Point. Easy to miss connection especially since they are not staggered. Can easily wait 20-30 minutes for the next of anyone of those routes to arrive. Using 503 as single bus to downtown will lead to 30min walk. Still might be faster then having to transfer busses depending on the frequency of the proposed 114
Do this
Effectively cutting any express service from Hidden Valley. This is unacceptable
It works very well.
This route should serve every stop along the way, especially if the 62 is being cut. If there were dedicated bus stops at Kincora Drive/Beddington Trail and Hidden Valley Drive/Beddington Trail (like the new bus stops on Centre Street), I can see it being a decent alternative to the 62.
This route does not run on the north part of hidden valley. Would have to be a very long walk from the current bus that runs through the main road.
I wonder about the peak time frequency, especially as someone who would be getting on in the middle of the route at Sandstone Terminal. I don't want to wait at the terminal as full bus after full bus passes by.
Route 503 is WAY overdue for the Simons Valley Area, the MG is very full and is just standing room the majority of the time. The Communities of Ambleridge, Ambleton & Starling are assigned to Crescent Heights High School and many kids have to face a 1h30min Commute to get to their designated school and is very

draining, No time to do anything on a school day. Hopefully this will expedite and shave off minutes as now theres two options. 124/115 -> MG or 503.
It's not even traversing through Hidden Valley. If you expect me to drive and park at a station shown on its route map, I might as well just drive to work. Is this a joke? You all increase service rates but kill off routes or find ways to "make them more efficient." This is garbage.
LOVE THIS! It's direct - exactly what we need in the far north.
Great to see an express route to Downtown
ts so cool
It seems like it meets my needs, I need more information.
The walk from within the community is too far given the need and current ridership of the 62. I have mobility issues and waking this distance to get a bus stop is a concern. Forcing several communities to compete for 1-3 bus routes will create an issue with buses too full to be able to ride. I have tried several times to get on a max green bus in the morning and at least 3 go by the stop on 78th Ave that are full to capacity. If these routes move forward, I won't be able to continue to use transit and will either move or take my car instead.
This does not replace what the 62 offers. This serves a very minute population in Hidden Valley and increases inconvenience for riders and residents here.
The only way the 503 would be effective is if it runs as late as the 123 currently does (the last bus on weekdays is around 2 am), else this is going to greatly affect those of us who get of work late. Other than that, it seems like a good idea. Glad to see that those of us who live far north of the city are finally getting easier ways to connect downtown
This is the stupidest survey of all time. Why can you not allow people to submit a general review. Calgary transit is the WORST transit system of all time. Even Edmontons is far superior. I would suggest re-examining your entire system. Why you dont have smaller terminals in each quadrant that branch out from there. Allowing for more access and riders. Your routes are ridiculous. For example.... why is Hubalta literally an untouched and unserved area? At -30 do you really think its reasonable to have people walk for 10-15 mins to catch a bus that's late and then wait in a shelter with no heat? That's how people die. Not to mention when a bus is early at a stop... it should wait...at every stop its early at until departure time. It's ridiculous that when they are early, they leave early. Not okay! Especially since your routes are serviced once every 30-40 mins which is obscene! Your whole system needs to be revamped. It's literally the worst!!
503 doesn't come thru Hidden Valley.
The new schedule does not give me the time and frequency and direct access from home to downtown. I would like to be able to calculate the time I will leave and arrive at work
Currently I commute in the mornings between 6-8am, varying by day and time. There are multiple occasions (i.e. too many to count) where I am left waiting for MANY busses who are willing to stop at 56th AVE at Centre Street because all of the MAX GREEN busses are full. Many occasions, regardless of weather, drivers continue on and passengers are left waiting for up to 15 minutes during rush hour time hoping for an empty bus. I expect INCREASED FREQUENCY AND EXTENDED busses to support the increased ridership on this route. Unfortunately there is zero control I can have on what time I take the bus as children need to be dropped off at childcare before heading to work. It is already uncomfortable with the amount of passengers on each bus. After work, I never take the MAX GREEN because it is at significantly increased capacity, again, making it difficult to be comfortable to even stand on the bus without being pressed up against other passengers.

<p>Will there be a park and ride available for riders at the start of the route in Sage Hill? If you are removing various express routes, there is going to be an increase in people utilizing this route and we will need somewhere to park. Currently many people from Evanston and surrounding neighborhoods use the Huntington Hills park and ride.</p>
<p>If you're changing anything, it better be to add more busses and have transit running later! These planned route changes are horrible, and transit already costs too much. Stop making it worse.</p>
<p>Trying to understand the rational on why this new route is being numbered in the 500's? I thought that it would follow the BRT and MAX number and be called either 305 or 308?</p>
<p>It is a good route to go downtown but it doesn't go within the hidden valley community. We need a route that does not require transfers!!</p>
<p>Taking this bus would cause me to walk 15 min every day and increase my commute from a 1/2 hour to easily over an hour. This is unacceptable</p>
<p>62 is a direct route and it help saves me time. it makes my daily commute downtown way better. having to transfer will add a significant amount of time. as a working mom this is very tough when trying to rush home to cook dinner, kid activities, etc etc . not to mention going downtown will also require longer commute time than i already have !! this 62 bus has been amazing for years! why discontinue now! so many of us rely on it</p>
<p>This route does not stop anywhere near my house and will make my commute a lot longer if you cancel express # 62</p>
<p>Taking this bus would cause me to walk 15 min every day and increase my commute from a 1/2 hour to an hour +. This is unacceptable. This area of the city is growing and expanding, we need more routes not less.</p>
<p>I would need to transfer buses without route 62, and that will cause significant increase in my commute time.</p>
<p>You have to hope the connector bus route 8 lines up with catching the 503 since the 503 does not go through Hidden Valley and there is no park and ride near the proposed 503 stop will be. Terrible when it is -30 and you are waiting for the bus after already having to wait for the connector bus. There does not appear to be any parking area for driving to Sage Hill where the bus terminal is</p>
<p>I am writing to express concern about the proposed cancellation of Route 62 and the suggested replacement with Route 503. Route 62 currently provides a direct and efficient express service to downtown. The proposed alternative, Route 503, would require an additional transfer and does not service the same area, which would significantly increase commute times and reduce convenience for riders like myself. This change would negatively impact daily commuters who rely on direct routes to get to work efficiently. Adding transfers not only increases travel time but also creates more uncertainty and inconvenience, especially during peak hours or in winter conditions. I strongly urge Calgary Transit to reconsider this change or provide a direct alternative that maintains the efficiency and accessibility currently offered by Route 62.</p>
<p>I'd like to see it go frequently and end way after midnight</p>
<p>During the morning commute, it is a daily occurrence that buses are 'full' by the time they reach 56th Avenue. I use full in quotations because half the time, the buses are not full. The bus driver thinks they are full because passengers get on the bus and just stop right at the front. At best, they stop before the stairs (on short buses) or the articulation point on long buses. The bus drivers then don't turn to actually look to see if the bus is full, they just go merrily on their way leaving me waiting for another bus. All of this to say that reducing the number of possible buses from 6 to 2 means fewer choices and a higher likelihood that I will be waiting at my stop, hoping that a bus I can get on will actually show up. My commute is already long enough due to taking a bus</p>

downtown and then a train, switching to a slow bus like the 3 will add 10-15 minutes each way on my commute
Concerned about combined ridership all the way to Sage Hill, similar problem to 301 where buses are often so crowded thru cannot be used at rush hour times because of large service area.
Unkown frequency of route 503 to downtown, capacity issue, connection issue from the sandstone terminal to community feeder bus. It will add at least 30 mins more travel time each way.
This route has stops on Beddington trail, which is good to nicely connect Kincora, Hidden creek and Panorama. However, i would suggest we put in those bus turn outs, which allow the bus to stop in another lane. There is way too much traffic on beddington for a bus to just stop in the middle of the road, especially since this bus wil almost certainly be high frequency due to the amount of people it is serving. It will be a safety issue. We dont necessarily need Max style full platforms, but atleast somewhere for the busses to pick up passengers without disrupting traffic. Also we should have bus shelters (ideally heated) to make stuff more comfortable while people wait.
It is faster quicker commute to & from Sage Hill to Downtown in the NW
I strongly support a direct express route from the Sage Hill transit hub to downtown. If you time this route with all other routes (MG and 500) along Centre St N, it would also benefit the frequency of this busy transit way. No other existing 100-series rush-hour routes should enter downtown to improve efficiency. Also, 503's speed to downtown needs to be faster or at least comparable to Route 82 via Brentwood. Otherwise, it would not benefit Sage Hill as much.
I like this new route. It will allow me to take transit to both Creekside and Sage Hill shopping areas if I'd like. If there is a way via transit now to do this, I haven't looked into it; I expect it's pretty roundabout and would take a long time. Also, it's a bit more direct than the new 47 (though the 47 will be closer to catch from my house). I also like that I can also use this in place of the 64; it's one long block further to walk than the 64 or 3 but I expect I might take it home. Going TO work in the mornings, I might switch to the 3, but it might depend on timing, too. I will likely give it a try to see how it compares to the 3.
It is unclear if the 503 will have a stop in both directions at Beddington and HV Link. Will there be parking at the Sage Hill terminal? Will it be free or paid parking? for a trial period, this bus should not be taking passengers that get on all the other busses that go up centre street. We in the far NW actually need this bus to get home, and when the bus is filled with people getting off at 28th Ave, and 40th Ave, and 78th Ave, the rest of us can't get home. We've seen that with the current 62 and 64. It's really unfortunate when a bus that's intended to bring people to and from the far NW is filled with people who don't need that bus to get home. It will be extremely frustrating if this happens like it does with the 301 now. Some of us can't wait for 4 busses to pass before there is room for us to get home.
From Macewan we should still have access to an express bus. The 503 should not use centre street. Use 4th Street for corridor to 64 th and from there use 14th to go back to sandstone terminal. We need to know frequency, hours and day of the weeks it will run.
Needs to go to North Pointe with no transfers required
Bus does not stop within community and may make my transit time longer!
Sage Hill absolutely needs a rapid transit route. This one would meet the needs of many travellers very well.
Bus drivers ignore others running to stops they leave early and stay way to long for breaks there is no schedule its there free will and makes getting anywhere on time impossible. The bus drivers constantly apologizing for missing stops but never remembers I watched on the 26 of March 2 bus drivers nearly kill children due to

there un ability to handle Canadian roads. Maybe test your drivers in the season where its the hardest to drive so there not all morons Also your app doesn't work or your bus drivers are not showing up and I have to wait another 45 minutes Leaving me freezing for an hour and half and then having to take an uber because the people you pay thousands of dollars of our tax money for cant do the basic Canadian thing and thats drive in snow. I think if you make over 50 thousand a year to drive and you still manage to fuck up this bad you should be fired. Don't worry though guys uber is reliable at least why would I rely on my own born and raised government silly me. You guys are so pathetic

It is convenient and fast new Max route to Downtown Calgary

I appreciate the introduction of an all-day rapid transit route serving the Sandstone Terminal. However, I have several concerns based on current ridership patterns. From January 2026, Route 64 has been operating at higher capacity than in previous years as many companies instituted a back to office mandate. During peak hours, buses are already very full. With the proposed changes, I am concerned that the new route 503 may experience similar or worse overcrowding. How frequently will the 503 operate during peak hours? Will there be sufficient capacity to ensure passengers aren't met with a full bus on arrival at the terminal? Now with feeder routes (such as the 46 and 47) riders will now depend on timed transfers to access the 503 or the MAX Green at 78 Avenue Terminal. Currently, the MAX Green is often full by the time it reaches the terminal in the morning. If the 503 experiences similar demand, there is a risk that riders may be unable to board. If a feeder route is delayed, it may cause missed connections and significantly increase commute times. This plan is replacing a direct route downtown transfer based system, and now with the increased fares it seems like getting less for more. Please consider increased frequency of buses during peak periods and enough capacity for those of us in Sandstone and Macewan. I personally know of many regular riders of Route 64 that are going to have longer commutes and are considering driving due to this inconvenience.

The downtown part of the route shall connect to the CTrain network for direct connection to it, allow smoother connection to the south (like Chinook Mall) and the west (like Sunalta)

This bus will help me SIGNIFICANTLY with getting to Sage Hill without needing to make multiple transfers. This new route will save me so much time and genuinely make my life a lot easier.

The route changes for the 62 will create significant changes to my work commute. It will mean a lot more time spent on a bus to travel to and from the downtown core. In addition to extra time spent I will need to now start a vehicle, drive to the new stop (too far from my location) and find parking!!!! I have no desire to add time to this already very long commute! This will take more time away from my family and other commitments. I think that I won't be the only person starting a car to drive to and from the new bus- this does nothing for the environment. The bus is usually full so it is VERY difficult to understand the need to make these changes. Green line or not this is a huge inconvenience for me.