

The City of Calgary

Saddletowne Transit Service Review

Engagement Report | June 2026

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2026 Saddletowne Transit Service Review

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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 Saddletowne Transit Service Review area is located in the northeast and is anchored by the Blue Line LRT and its stations: Saddletowne, McKnight-Westwinds and Whitehorn. In addition to the Blue Line, the area is currently served by 20 routes and MAX Orange.

The routes within the scope of the Transit Service Review are:

- 38 – Brentwood Station/Temple
- 43 – McKnight Westwinds/Chinook Station
- 59 – Savanna
- 60 – Taradale/Martindale Clockwise
- 61 – Taradale/Martindale Counterclockwise
- 68 – 68 St E
- 71 – Taradale
- 85 – Martin Crossing
- 159 – Saddlebrook

The key objectives to this TSR are to:

- Consolidate duplicating routes and improve service levels
- Better align the network with schools and major destinations.
- Accommodate recent and upcoming new growth.
- Align routes with the primary transit network (PTN).

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

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

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

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

Engagement promotion

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

Participation and technique summary

1. In person engagement

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

- March 26, 2026, 5 p.m. to 8 p.m. at Genesis Centre, and
- March 28, 2026, 10 a.m. to 2 p.m. at the Dashmesh Culture Centre.

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

2. Online engagement

From March 2 to 30, 2026, the Transit Service Review page on Calgary Transit's website received 5,746 views. The Saddletowne TSR page received 733 views. In total, there were 432 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)
 - 21/55 - Castleridge/Falconridge
 - 38 - Brentwood Station/Temple
 - 43 - McKnight Westwinds/ Chinook Station
 - 59 - Savanna
 - 60/61 - Taradale/Martindale

- 68 - 68 St E
- 71 - Taradale
- 85 - Martin Crossing
- 159 - Saddlebrook
- Other

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

- 21/55 - Castleridge/Falconridge
- 38 - Brentwood/Saddletowne
- 43 - Chinook/Whitehorn
- 55 - Falconridge
- 59/159 - Savanna/Saddlebrook
- 60 - Martindale - West
- 61 - Taradale - East
- 68 - McKnight/Westwinds
- 70 - Temple

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 a 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 Saddletowne 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 432 responses for Saddletowne Transit Service Review.

Community of residence:

Community	Responses	Community	Responses
Martindale	73	Monterey Park	2
Saddleridge	70	New Brighton	2
No Response	57	Southview	2
Cityscape	27	Tuscany	2
Cornerstone	26	Banff Trail	1
Taradale	25	Belvedere	1
Skyview	24	Brentwood	1
Savanna	22	Chestermere	1
Whitehorn	16	Coventry Hills	1
Falconridge	8	Deer Run	1
Redstone	8	Forest Lawn	1
Castleridge	7	Harvest Hills	1
Coral Springs	7	Highwood	1
Rundle	7	South Calgary	1
Homestead	6	Mahogany	1
Northeast Calgary	6	Martha's Haven	1
Temple	5	Mission	1
Pineridge	4	Ogden	1
Marlborough	3	Panorama	1
Charleswood	2	SGS (?)	1
Esker Park	2	Winston Heights	1
Greenview /	2		
Highland Park			

Purposes of transit use:

Work	37%
Social and visiting	23%
Shopping	21%
Post secondary school	9%

Medical or dental appointments	16%
Attending special events (Flames games, concerts, etc.)	13%
School (K-12)	9%
Other purpose*	39%

Note: Other purpose was usually tied to visiting the Dashmesh Cultural Centre

Does this network (as proposed) meet your needs?

Yes	130 (35%)
No	242 (65%)

Note: Only 272 out of 432 respondents indicated if the network met or did not meet their needs.

Summary of comments received

Keep existing routes / oppose proposed changes – Many comments explicitly asked to not change routes or to maintain current alignments (often citing established routines and impacts to current riders)

Maintain or improve access to Dashmesh Culture Centre (DCC) and other key community destinations – Requests focused on preserving direct service (especially Routes 60/61) and avoiding added walking or transfers for seniors and regular worshippers.

Need for new/expanded service to currently underserved areas – Comments asked for routes into neighbourhoods with limited or no service, and closer stops for residents currently walking long distances.

Concern about reduced coverage / loss of local access – Respondents noted areas that would lose service or have stops moved farther away, including impacts on mobility, seniors, and families.

Increase frequency / reduce long waits – Repeated calls for shorter headways (e.g., “every 15 minutes”), more buses on specific routes, and better service levels during peak periods and winter.

More transfers and longer travel times – Comments highlighted that the proposed network could add transfers, increase trip times, and make cross-community travel less convenient.

Overcrowding and capacity constraints – Feedback referenced crowded buses and the need for more/larger buses on high-demand routes.

Route 38 - Survey findings

Summary of 59 responses for Route 38.

Community of residence:

Community	Count	Community	Count
Saddleridge	11	Falconridge	1
Whitehorn	8	Highland Park	1
Cityscape	4	Greenview	1
Temple	4	Highwood	1
Castleridge	3	Homestead	1
Charleswood	2	Marlborough	1
Esker Park	2	Martindale	1
Pineridge	2	Mission	1
Taradale	2	New Brighton	1
Tuscany	2	Rundle	1
Banff Trail	1	SGS (?)	1
Brentwood	1	Skyview	1
Coral Springs	1	Winston Heights	1
Cornerstone	1	Not Provided	1
Coventry Hills	1		

Purposes of transit use:

Work	62%
Social and visiting	48%
Shopping	47%
Post secondary school	33%
Medical or dental appointments	33%
Attending special events (Flames games, concerts, etc.)	33%
School (K-12)	21%
Other purpose	10%
Not Provided	7%

Does this route (as proposed) meet your needs?

Yes 40 (69%)

No 18 (31%)

Summary of comments received

Keep Route 38 serving Whitehorn/Temple via 44 Ave. Concerns with losing a one seat ride north and west, more transfers and longer travel times. (oppose reroute/detour):

“This change to route 38 is completely unnecessary, and will severely limit easy access through Whitehorn and Temple that a lot of people use. Replacing this with another route means an unnecessary transfer needed at Whitehorn station.”

“Removing the one-seat ride from Brentwood to Whitehorn is not a good idea and would increase travel times for thousands of riders”

Concern about worse trip quality: more transfers + longer travel time / loss of one-seat ride. Redundancy: extension to Saddletowne duplicates existing service (MAX Orange/LRT/other routes):

“Having 4 different transit options covering the same road for over 15 minutes while reducing service for Temple residents and students is an inefficient use of city resources.”

Service frequency/scheduling improvements requested.

Capacity/space constraints at Saddletowne Station (bus bays/layover crowding):

“Where are going to park all the buses at saddletown there isnt enough space for currently buses. Sharing 1 stop for 3 routes”

Support for the change because it’s faster/streamlined.

Support for extension because it improves access/one-seat ride to Saddletowne and is faster (incl. family/airport option):

“I am very pleased that route 38 will now serve Saddletowne. It gives one more option for people to get to the Saddletowne area from the NE”

“My daughter is in James follower and this new route will be help my daughter”

Access gap: community too far from stops / very long commute today.

Bus stop amenities (need shelter/cover while waiting).

Operational reliability (bus early / passing riders).

What we did:

- No change made to plan

Key factors for decision-making:

- As part of expanding the Primary Transit Network, Calgary Transit will extend Route 38 to Saddletowne Station and re-align Route 43 to terminate at Whitehorn Station. Since Whitehorn and Temple are not designated PTN corridors, local transit service within these communities will be provided by Route 70.
- Keeping Route 38 on McKnight Bv will result in a faster travel time compared to going through the community of Whitehorn

Route 43 - Survey findings

Summary of 46 responses for Route 43.

Community of residence:

Community	Count	Community	Count
Whitehorn	14	Coral springs	1
Rundle	6	Cornerstone	1
Castleridge	4	Greenwood	1
Cityscape	2	Homestead	1
Esker Park	2	Ogden	1
Falconridge	2	Pineridge	1
Marlborough	2	Saddleridge	1
Martindale	2	Savanna	1
Southview	2	Skyview	1
Not Provided	1	Taradale	1
Brentwood	1	Tuscany	1

Purposes of transit use:

Work	74%
Social and visiting	81%
Shopping	53%
Post secondary school	22%
Medical or dental appointments	41%
Attending special events (Flames games, concerts, etc)	31%
School (K-12)	14%
Other purpose	18%

Does this route (as proposed) meet your needs?

Yes	34 (74%)
No	12 (26%)

Summary of comments received

Keep Route 43 largely as-is / oppose proposed change: Requests to continue serving Whitehorn/Westwinds/Castleridge areas; concern that change is unnecessary and would reduce usability, add transfers:

“The 43 should continue to serve Whitehorn and west winds for residents living there.”

“Not sure the point of changing this route, leave it the way it was, pointless in making a new route. There needs to be better connections/access and increased frequency from 52nd street to the c trains.”

Reduced access / more transfers (loss of direct service): Worries about losing one-seat trips to key destinations (e.g., grocery, malls, work, worship) and needing additional connections.

Early-morning service gaps & missed connections (esp. 2:00–5:00 a.m.): Concerns that without Route 43 there is no LRT and limited alternatives; requests for earlier northbound trips and better timed connections.

Improve service frequency, reliability, bus capacity and schedule adherence: Requests for more buses if service is reallocated; complaints about inconsistent departures and drivers leaving before scheduled time:

“Very crowded especially with lots of strollers”

“would like to have bus leaving rundle station around 4:20 am so could make connection with bus 23 going south”

Capacity and crowding / station infrastructure constraints: Notes about crowding (strollers) and concern that extending to Saddletowne could overload the station unless expanded.

General support for shortening the route / proposed change: Some support for shortening a very long route even if it adds a transfer for some riders; a few general positive endorsements:

“This is the best and my Favorite ride to go to Chinook from Whitehorn”

Wayfinding/signage confusion: Suggestion to use separate route numbers by direction to reduce wrong-boardings; mention of incorrect signage.

What we did:

- No change made to plan

Key factors for decision-making:

- As part of expanding the Primary Transit Network, Calgary Transit will extend Route 38 to Saddletowne Station and re-align Route 43 to terminate at Whitehorn Station. Since Whitehorn and Temple are not designated PTN corridors, local transit service within these communities will be provided by Route 70.
- Terminating Route 43 at Whitehorn Station allows other local routes to focus on community coverage, resulting in more efficient use of transit resources.

Route 59/159 - Survey findings

Summary of 711 responses for Route 59/159.

Community of residence:

Community	Count	Community	Count
Saddleridge	25	Whitehorn	2
Savanna	18	Falconridge	1
Cityscape	8	Homestead	1
Taradale	6	Redstone	1
Not provided	3	Skyview	1
Esker Park	2	Tuscany	1
Martindale	2		

Purposes of transit use:

Work	58%
Social and visiting	32%
Shopping	31%
Post secondary school	17%
Medical or dental appointments	28%
Attending special events (Flames games, concerts, etc)	23%
School (K-12)	17%
Other purpose	18%

Does this route (as proposed) meet your needs?

Yes	39 (59%)
No	27 (41%)

Summary of comments received

Increase frequency, reduce wait times, address overcrowding, improve reliability and increase bus capacity:

“Currently the 59 comes every ~25 minutes. To better serve our community this needs to be more frequent.”

“Route 59/159 is the busiest route in this area we need more bus service on that route 2 to 4 bus service on these routes every time”

Increase frequency / reduce wait times (including evening service).

Opposition to route changes due to longer travel time, reduced stop access and coverage concerns:

“It appears they will no longer go down 60 Street. As someone who lives along 60 Street (in between 88 Avenue and Saddlehorn Drive) it was nice to have an option to get to the station without walking when it is cold or after a snowstorm. The 100 going only every 30 minutes, makes for a long wait in the cold.”

Opposition to route or schedule changes (“no change” / keep current route or specific departure times).

General support/positive feedback for the proposal (including two-way service extension):

“159 has long needed two ways service and including Savanna is a positive change”

“Two way service improvement is better than the old 59, old 159”

Concerns about longer travel time / too much looping / extra connections due to the proposed route change.

Overcrowding / need larger buses or more capacity.

Stop access and coverage concerns (removing stops, walking distance, winter/icy conditions) or requests for added connections/stops.

Reliability/on-time performance and operations concerns (late buses, driver practices).

Requests for additional routes/alternatives beyond the proposal.

Fewer stops / faster service.

What we did:

- No change made to plan

Key factors for decision-making:

- Investing in service in the growing areas of Savanna and Saddle Ridge
- Reduce duplication and optimize resources

Route 60 - Survey findings

Summary of 221 responses for Route 60.

Community of residence:

Community	Responses	Community	Responses
Martindale	58	Esker Park	2
Not Provided	53	Castleridge	1
Saddle Ridge	43	Falconridge	1
Taradale	14	Homestead	1
Skyview	13	Martha's Haven	1
Cityscape	8	Monterey Park	1
Cornerstone	6	New Brighton	1
Coral Springs	5	Panorama	1
Northeast Calgary	4	Tuscany	1
Redstone	3	Whitehorn	1
Savanna	3		

Purposes of transit use:

Work	20%
Social and visiting	15%
Shopping	14%
Post secondary school	5%
Medical or dental appointments	10%
Attending special events (Flames games, concerts, etc)	10%
School (K-12)	6%
Other purpose*	61%

Note: Other purpose was usually tied to visiting the Dashmesh Culture Centre

Does this route (as proposed) meet your needs?

Yes	46 (24%)
No	167 (76%)

Summary of comments received

Maintain/restore direct service to Dashmesh Culture Centre (DCC)/Gurdwara (incl. keep both 60/61 serving DCC and/or via Saddletowne):

“Proposed route 60 no longer serves Dashmesh Culture Centre from Martha’s Haven. It will add more time to travel time by transferring.”

“Need connection to Dashmesh Culture Centre”

Keep route(s) unchanged / oppose proposed changes (general).

Service frequency and reliability concerns (more buses, shorter waits, on-time performance, timed connections):

“This bus comes not on time. When it missed other bus came after 45 mints most of the passengers suffers this problem with route 60 and 61.”

Support for the proposed route / “meets needs” (positive or no concerns expressed).

Maintain service/coverage on Martin Crossing Drive (incl. keep Route 85 or another route on Martin Crossing).

“The proposal to take down Route 85 won’t work for people in community. There are kids taking this route from Crossing Park School and people who take bus to transit station.”

Concerns about reduced coverage or added travel time/transfers (not specific to DCC, incl. station access impacts).

“Removing bus stop near apartments at Tarvista Drive superbad idea.”

Suggestions for alternative alignment/turning movements to improve coverage (e.g., Falconridge Blvd/64 Ave/Castleridge routing).

Stop amenities concern (e.g., shelters).

What we did:

- Revised Route 60 to connect with Dashmesh Cultural Centre and provide service on Martin Crossing Bv NE.

Key factors for decision-making:

- Reducing service duplication with Route 60/61 and 85 and optimizing the resources to provide better service levels in the area.
- Ensuring residents have direct access to Dashmesh
- Reducing service coverage gap on Martin Crossing Bv
- The trade off results in a reduction of service on Martindale Bv and Martindale Dr NE. Both within 400 – 600m of a bus stop and or LRT Station.
- Maintain a connection to McKnight Westwinds Station.

Route 61 - Survey findings

Summary of 127 responses for Route 61.

Community of residence:

Community	Responses	Community	Responses
Martindale	26	Northeast Calgary	4
Saddle Ridge	25	Redstone	3
Taradale	19	Esker Park	2
Skyview	12	Homestead	1
Not provided	9	Martha's Haven	1
Cityscape	7	Monterey Park	1
Coral Springs	5	Tuscany	1
Cornerstone	5	Whitehorn	1
Falconridge	5		

Purposes of transit use:

Work	31%
Social and visiting	21%
Shopping	20%
Post secondary school	6%
Medical or dental appointments	17%
Attending special events (Flames games, concerts, etc)	17%
School (K-12)	9%
Other purpose*	45%

Note: Other purpose was usually tied to visiting the Dashmesh Culture Centre

Does this route (as proposed) meet your needs?

Yes	43 (37%)
No	72 (63%)

Summary of comments received

Maintain/improve access to Dashmesh Culture Centre / Sikh temple: 29 comments.

“Need connection to Dashmesh Culture Centre”

Keep existing service / oppose changes due to more transfer and coverage gaps (especially Routes 60/61): 3327 comments.

“The new proposed route does not allow for direct travel to westwinds station along 64th. I often take the current 71 (catching the bus at 64th and tararidge drive) to connect me to superstore and the train. With the new proposed route, the trip is no longer as direct and would involve more transfers, or walking to farther routes.”

Increase service frequency / reduce long waits / improve reliability:

“Needs increased frequency”

“Bus should come every 15 minutes”

Routing and connectivity concerns (less direct trips, more transfers, gaps in coverage).

Reliability and customer experience (real-time tracking/ETAs, drivers not waiting, rider treatment)

What we did:

- No change made to plan

Key factors for decision-making:

- Reducing service duplication with Route 60/61 and 71 and optimizing the resources to provide better service levels in the area.
- Maintain connection to Dashmesh Cultural Centre and McKnight Westwinds Station.

Route 68 - Survey findings

Summary of 35 responses for Route 68.

Community of residence:

Community	Responses	Community	Responses
Martindale	6	Taradale	2
Cornerstone	4	Belvedere	1
Whitehorn	3	Castleridge	1
Cityscape	2	Homestead	1
Coral Springs	2	Monterey Park	1
Esker Park	2	Northeast Calgary	1
Falconridge	2	Saddleridge	1
Pineridge	2	Tuscany	1
Skyview	2		

Purposes of transit use:

Work	60%
Social and visiting	49%
Shopping	49%
Post secondary school	11%
Medical or dental appointments	31%
Attending special events (Flames games, concerts, etc.)	31%
School (K-12)	17%
Other purpose*	31%

Note: Other purpose was usually tied to visiting the Dashmesh Culture Centre

Does this route (as proposed) meet your needs?

Yes	10 (83%)
No	2 (17%)

Note: Only 12 out of 35 respondents indicated if the route met or did not meet their needs.

Summary of comments received

Concerns about routing, travel time, and added transfers due to the proposed alignment (e.g., going via McKnight, needing to connect at Westwinds/Whitehorn):

“This route connects me to east hills. I find this current route easily accessible. The new proposed bus route would require me to catch the bus 68 at McKnight/Westwinds.”

“Why is Route 68 going to McKnight? Cornerstone to Saddletown to McKnight and then East Hills means a longer travel time.”

Route should be adjusted to better serve specific neighbourhoods/streets (e.g., Falconridge Dr, Coral Springs/Falconridge schools, Belvedere, “old 71/43” coverage):

“68 Street should be continued to Falconridge Dr, then it should change. It is very difficult for Gurdwara.”

Support for current service/benefits (good or easy connection to East Hills and other destinations; keep in service).

Service frequency and span of service (long waits, needs to run more often / all day).

Reliability and customer experience (on-time performance, bus not leaving early, tracking, driver behaviour).

Concerns regarding service include span, frequency and reliability:

“Bus needs to come on time”

“It should come all hours of the day first of all.”

“Increased frequency”

What we did:

- Revised Route 68 to connect through the community of Temple and Whitehorn instead of McKnight Bv where the previous Route 38 and 43 served.

Key factors for decision-making:

- Connecting Route 68 through Temple and Whitehorn will reduce the impact of the community and allow them similar transit access to the other parts of the City.
- Transit users in Falconridge can access Saddletowne and the Dashmesh by using Route 70 and transfer to Route 60 or 61.

Route 70 - Survey findings

Summary of 26 responses for Route 70.

Community of residence:

Community	Responses	Community	Responses
Taradale	5	Temple	2
Saddleridge	4	Castleridge	1
Martindale	3	Homestead	1
Whitehorn	3	New Brighton	1
Cityscape	2	Pineridge	1
Esker Park	2	Tuscany	1

Purposes of transit use:

Work	31%
Social and visiting	23%
Shopping	23%
Post secondary school	12%
Medical or dental appointments	19%
Attending special events (Flames games, concerts, etc.)	19%
School (K-12)	12%
Other purpose	35%

Does this route (as proposed) meet your needs?

Yes	5 (50%)
No	5 (50%)

Note: Only 10 out of 26 respondents indicated if the route met or did not meet their needs.

Summary of comments received

Ensure access to Dashmesh Culture Centre (DCC):

“Currently not using Transit, but now knowing about the Route 70 and how easy it is to take from Saddletowne to Temple, with the possibility to transfer to Dashmesh Cultural

Centre might start using transit. It is hard to walk so the transfer opportunities are good.”

Maintain/expand service in NE communities (e.g., Pineridge) and address perceived service inequities.

Avoid splitting routes / reduce transfers and winter wait times (keep a more direct, through-routed service similar to existing Route 71).

Concerns about reduced frequency due to related route changes (e.g., 38/43 cutbacks on 44 Ave NE).

Concerns about reduced frequency, long wait times and transfers compared to current routes:

“I like the extra service but having cutbacks on both the 38 and 43 on 44th Avenue NE is too much. There will definitely be less frequency on Route 70 compared to having both these routes. If the 38 can be routed along 44th Avenue instead of McKnight, this would make frequency and connections similar to current without adding any distance to the actual route.”

What we did:

- No change made to plan

Key factors for decision-making:

- As part of expanding the Primary Transit Network, Calgary Transit will extend Route 38 to Saddletowne Station and re-align Route 43 to terminate at Whitehorn Station. Since Whitehorn and Temple are not designated PTN corridors, local transit service within these communities will be provided by Route 70.
- Connecting Route 70 to both Whitehorn Station, Saddletowne Station and 68 St E will allow Whitehorn and Temple residents with similar transit access to the other parts of the City.

Appendix: Verbatim comments

Proposed area network

Would like more availability of 136 - corner meadows route buses as its very difficult in winters and they come in gap of 30 mins
Don't make changes
What is 159, 100, 59 all arrive at the same time, there is no point of adding altermatice routes if ypu simply miss all 3 busses arriving consscitically at sasdletown.
Transit is super inconvenient and slow. To go to Livingston it takes more than hour whereas car could get me there in 20 minutes. Service needs to improve like yesterday
The proposed changes remove a lot of service currently provided to Whitehorn residents.
It is a short sighed plan that makes moving around the city much more difficult for residents in Whitehorn and temple areas
Na
Yes most of the routes do meet my needs and improve connectivity however route 60 or 61 should stay as is to ensure more coverage and provide easy access to saddletowne Stn without transfers to and from home
It's going to decimate ease of access and convenience within the area.
Well maintained
136- (30 minutes to wait for next bus is way too long) specially during winter. The waiting shed should have an indoor heater's
We need to see how the bus leaves even when they see you coming towards the bus
The NE routes keep changing overtime.
could be better . this would help lots of people going to the school and temple in savanna
could improve , need a bus going north from rundle station would really make a difference for lots of riders. thank you

<p>There are so many other buses like (23 and max in 52 and 68 in 68 and the train in 36) so there's absolutely no need to add more buss to reach the same destination while useing the same road so There's no need to add even more. If the demand for buss in 52 is more, just add more buss there. I use 38 on a daily basis, so preventing it from reaching temple will not only hurt me but also the (Father Scollen Catholic School) students who uses 38 everyday and also why would you change a buss route from Temple to Saddletowne that is just not relevant and not fair. If A person wants to go to Saddletowne using the 38 they can get off at the Whitehorse train station or at 52 st to catch either 23 or Max orange. Having more then 3-4 on the same route for more then 15min while having a multiple buss and the train cover in the other lines heading to same destination is just ridiculous.</p>
<p>Right now it's pretty good</p>
<p>The passenger to bus ratio on the 145/128 route is horrible. Not enough buses on the route to manage the rush hours - often people boarding the bus from the back door - come to saddletowne at 5PM on a Monday - its like a 3rd world country</p>
<p>Maintain frequency on 44th Avenue NE and connections to NW Calgary</p>
<p>Nothing much, I will love to see the new changes happen in this area instead of the same old routes that still run in these areas</p>
<p>Its fine but could be better</p>
<p>Connecting buses (34 and 48) driving away as you walk down the stairs after getting off the train is infuriating. The timing is terrible.</p>
<p>What is the overall area network?</p>
<p>1. Stops written should be larger .. hard to see the stop location 2. No safety crossing 3. No space for buses 4. Big safety hazard buses going into parking lot 5. Reduced parking spot and need more parking space</p>
<p>You should run more 136 buses because you know after every 30 minutes its should be after 15 minutes</p>
<p>Too many stops and not frequent enough to cater so many people during rush hours.</p>
<p>Mr Scott only new change helping over here is 59 and 159. Rest all are creating problems</p>
<p>1. Will reduce community connection 2. No need for taking them to McKnight station 3. Will increase travel time for lot of people 4. Will miss to connection Deshmesh culture centre and one bus will not meet the ridership requirements , come and ride the bus for one day you will probably get an idea how the bad proposal will be in future with changing these ideas</p>
<p>It's okay. Needs more redundancy. Please add a ctrain station to skyview and beyond.</p>
<p>Cornerstone</p>
<p>1. Reducing coverage of service 2. Increased travel time 3. Wastage of resource</p>

Not good coverage
As far i can understand this question, ctrain and max buses covers huge amount of the city 's area and the rest is well covered by local bus rutes.
Please don't shut down 85 route, it will impact lots of kids taking bus to Crossing Park School, we have elders parents taking the route to Genisis Centre daily
This proposed map makes me lose many transit services that I currently rely upon.
Some of the heaters do not work and on closer, snowier days the sheds are not enough for everyone
Can you have a reciprocal bus for 145? In the morning having to walk fifteen to twenty minutes to get the bus is quite inconvenient.
the proposed overall area network will make using transit in the NE much more complicated than it currently is. Many of the connections that people in the area currently use will be terminated and many will be pushed to c-train stations, busy and overwhelming areas especially for those traveling with children.
None
Please connect a Skyview/Cornerstone route to Sunridge. Or at least a route along 36 St (Rundle, Whitehorn station etc) into Metis going north.
I want there should be more bus services going on during day
Some buses, especially that cross 36 St NE, stop at Ctrain intersection and sometimes wait for more than 5 minutes at traffic light. Routes need to be more efficient, using shortcuts and avoiding Ctrain intersection
Do not take down Route 85
Increase number of big bus for Route 68
Route 85 - I use bus 85 to get to Martindale Station and the Superstore. I see lots of children that attend Crossing Park School on bus 85. This would be a disappointment to lose Bus 85.
That will be good. I will like the changes. Thanks
We know this place is amazing and we love the service they do for us and I love the Transit Service.
The bus 80 service should be on all days so that while coming to the station, we don't have to walk.
Route 128 - the route is wonderful.
Route 80 needs weekend Service. Needs late Service (late evening)
Extending Route 80 to evening + 96 connection??

Route 80, needs transit from Monday to Sunday on regular basis
Would like to see more of this type of engagement in Greater Forest Lawn area. Kudos to this team of NE.
I already highlighted in the previous box
The buses does not call out each bus stop, as a new resident, commuting has been very difficult without knowing the bus stops
The only thing I dont like is the lack of route along 64th. The current 71 travels along here and I feel like it connects me quicker and more directly to from westwinds to the falconridge shopping plaza (dollarstore, liquor store, medical, and grocery).
test
Happy that it will still go to whitehorn and will speed up the time between chinook a bit.
These changes are unnecessary and a detriment to all of us who rely on the current routes and have our routines based around them. The last time changes were made in the NE, several routes were removed to changed along 52nd street and the result was busses were over crowded and inaccessible during school hours due to 5 routes being reduced to 2. Now you want to take away easy access through the Whitehorn and Temple communities, and instead force us to make unnecessary and annoying transfers. Please don't change these routes! They are fine as is.
Otherwise network looks ok. But the actual picture we get to know later. As I said I live in cornerbrook I need more service in cornerbrook. It's half hour and no service after 12 in mid night
Excellent
I am living near 100 bus stop. 100 no bus is come after half and hour its vary difficult for us.However, we have to leave home very early for work bcz bus timing not match our job schedule i will request u pls change the bus timings after 15 minutes if u do this i will really appreciate u. Thank you
Current route and timing meet my school schedule.
Please extend route #80 service in the night and weekends too. Right now this route finishes too early.
add a earlier bus would really help a lot to get to work and connection
I would have to take a train and a bus to get to where I am going in the morning and evening how would the frequency be for route 68 be
Having 4 different transit options covering the same road for over 15 minutes while reducing service for Temple residents and students is an inefficient use of city resources. I request that you maintain the current route for the 38 to ensure fair access for our neighbourhood.

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Expand infra beforehand instead of adding more bus routes. Disaster in making if you guys just keep on adding bus routes without expanding infrastructure.
All these connect me really good to my all places that I usually visit so please stay them in service thank you
Too populated bus every time
We really need more busses or new route heading to saddletowne from cornerstone every 30 mins. Is brutal
All proposed. Hanges are good. Just add bus stop at 84ave/45st ne
38 to saddletowne is good
It's too much travel; it already took me a lot of time to get home, and now it'll take time to get to the station too.
It was okay
I need transportation to Northmount from rundle
I always spend a lot of time waiting for my bus
Need to add new bus routes on 23 like brt also direct bus service to sage hill from Saddletowne
Bus 100 is also going to Stoney trail garage
The blue line should really be extended further north into Skyview/Ranchlands area by this point. It's crazy to me that this city does not plan new ctrain stops into new communities when building them. Why wait until itll be more expensive to try and build it around existing infrastructure? Just plan it in when designing the new community... It's what other cities do.
I live on the other side of martindale blvd that would no longer be served. I use route 60 and 61 daily and have mobility issues, this would be problem for my current position at work.
159 bus only goes in one direction, leading to major inconvenience
I now take the 68 bus from Saddletown to 68 street as I live in Skyview. With the upcoming changes I will have to go to whitehorn to catch the train to Saddletown and i will certainly be getting home much later at nights.
I like what has been done with the 59,159 and 70 (maybe keep it 71). But the 38 should end at Whitehorn station and not extend to saddletowne. If you want increased service along falcon ridge Blvd how about keeping the 68 there and rerouting it onto falcon ridge Blvd from McKnight to help carry the load from the 23 and MO. The 43 can be rerouted from Whitehorn to now turn on east on McKnight Blvd to serve west winds without taking a community tour. It can even then 47 St from mcknight rather than falcon ridge Blvd/ 52st. I feel this would work better
Beautiful and glorious

38 would start early and run more often. Both on weekdays and weekends
Please bring this bus into Belvedere community before going to east hills.
No bus this area
Amazing
City scape route service please
We are more than 30 housing with 500+ individuals staying in this area of cityscape drive / cityline square.... We all need to walk more than 20 minutes for nearest bust stop, which is more than 2 km away stops @ cityscape garden
Nearest bus stop is too far. Have to drop a family member on a car to the bus stop. Not a single bus comes to our side community
Hi we are living in cityscape and there is 700 and more individuals are need to use bus but the current bus stop is 2 km away from home please extend the route of 145 and 128 or arrange other bus route thank you
Limited bus 128 only?
From Redstone to train station takes so long just get to saddletown. I find the bus come always very early which ends up missing the bus. Not finding it fair.
The changes seem to be taking away options for me, meaning I need to walk or wait up to half an hour for the 100. The area on either side of 60 Street, between Saddlehorn Drive and 88 Ave doesn't seem to have much coverage in the new plan.
I still don't know why you should discontinue 71 as it is a really REALLY used bus during school time and days.
I have not seen the proposed overall area network
We donot want change
If you make the route like it will solve our problem and issue
We live on cityline square and We have our nearest bus stop eprx 2 km away 300+ housing with 500+ individuals
You are removing services what about frequency? Is that going to be increased? With the growth of the NE why would you remove services. Please explain. Making people transfer from 60 to 61 for Taradale. Really?
I don't like the new proposed route of 60
I am sending this as suggestion to open up a direct bus service from Skyview Ranch Landing NE to the Calgary Airport as many of us living in this area go to work at the airport.

<p>how am I going get stop # 7105 in the morning no connection please consider 70 not turning on 52 street . how am a going to get to Falconbridge blvd and Castlebridge Dr go catch 68 that time of the day</p>
<p>why are you deleting 10 minute of the route 43 from Whitehorn and West wind station makes no sense hard to get to work in the morning take the train and go to saddle town station go catch bus # 100 take the first bus at 4:42 from Whitehorn . there more passengers that take the bus , please do not change the route</p>
<p>Across the city, all the proposed changes are really awesome. Please implement these as soon as possible as it would. Alleviate some way concerns I have with the transit system. Also, please increase the frequency of crosstown routes</p>
<p>We don't have any bus services in our area. Closest bus stop is 25-30 minutes away.</p>
<p>We need these buses</p>
<p>Limited coverage on 44th ave. We went from having direct access to route 38 and route 43. To just route 70. I would prefer route 38 to still go though 44th ave instead mcknight blvd rd where there will be no stops anyway. So it would make sense for it to still go through 44th ave. Thank you</p>
<p>The bus route 85 should be continue becoz there are so many people are using 85 for going on work .they have not their own vehicles. It will be very uncomfortable in snow days....</p>
<p>i kindly request the City of Calgary and the Calgary Transit to not to remove the route 60. please keep both route 60 and 61 to Dashmesh Culture Centre</p>
<p>Yes it is important to extend bus routes as residential communities build up and build out. But not at the expense of existing routes. Thanks</p>
<p>i have to take 3 buses to get to the mosque on west wind Dr and back to Whitehorn very inconvenient for me and my family young children why are you makes it difficult for my family. makes no sense please reconsider and leave the bus route 43. thank you</p>
<p>bus 136 is after 25 minutes, missing one bus often make a person wait for that amount of time which is not good. Perhaps more buses added to this route would be great</p>
<p>According to proposed route 60 all of Sikh community people(specially seniors) who go to Sikh temple daily they can't go because they have to walk from Martindale gate to Sikh temple or they have to change 2 buses. If proposed route 60 can turn right on Martindale dr (just after Sikh temple) rather than turning to Martindale gate that can solve it Martindale blvd east bound Martindale dr south bound 64 ave west bound to regular route</p>
<p>I wish to include route 145. Before ... I arrive home in 15minutes... W the rerouting it's 30-45 minutes already</p>
<p>I have to take 3 buses to get to the mosque on Westwind Dr ne from 44 Ave Ne in the evening and in the morning no service ?? before I could take on bus 43 . do not know what to do ?? please help !!!</p>

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getting to mosque I would have to 3 buses from 44 Ave NE to stop # 7105 {Westwind Dr} very inconvenient and will be difficult in the winter to transfer . Please reconsider , this would be both ways
The current bus stop in Saddlertree Drive cor Saddleridge Drive is taken out of the proposed route. Why???? It is very inconvenient to walk all the way to the station during Winter. I thought you were adding more bus routes along Saddletree and Saddleridge because we see posts of future bus zone. Look at our area in saddleridge/saddlertree and we dont have any route there
On 29th March 2026. At 6:29am Bus timing is 6:30 am for bus 136. Im arrived at stop on 6:29am but the driver runs a bus at 6:28 i was gave him waves for stop but he gave me waves back. Its not good attitude . And I now how capable management. I know you just ignore my complaint. Coz you have lots of work right. Thanks for giving us to chance for wast our time.
Route 60, route 68. Max orange stops at falcon ridge Blvd & Castle took Dr. Front of high school should not be closed. Lots students are using it. Thanks.
With the discontinuing of 85, the walking distance will be harder on my parents
Please keep the 60 and 61 route for the seniors that go to pray at DCC it's important part of our religious beliefs and the only way seniors can go pray
Add busses to 60 don't remove it
145 should go via 80 Ave NE to saddletown circle, instead of present route, this would cover Darbar Shri Guru Granth Sahib ji (gurdwara sahib) lots of people are visiting it daily, only 100 bus is coming on that road.
Route 136, 145, 128 - Redstone and Cornerstone to Saddletowne needs to be faster so that they can connect to the 38, MO, 23
Improve proposed Route 60 to go to Martindale Crossing Dr and 64 AV.
Daytime Route 23 has too much service, the buses are running empty.
Good transfer opportunities
Need more bus, connection to DCC
Cityscape Drive needs a bus near 60th ST.
Please don't change the 60/61. A lot of customers use these and ridership will be affected.
Longer travel time for the Route 68
Need connection to Dashmesh Culture Centre
Do not want changes for Route 60, 61, 71
Need connection to Dashmesh Culture Centre, please dont change routes 60,61,71

Don't change the 60/61
Please don't change the 60/61
I use everyday
Do not change 60/61
I use Route 85
Please don't close 60
Need connection to Dashmesh Culture Centre to and from Saddletowne
Need Saddletowne connection to Dashmesh Culture Centre
Need Dashmesh Culture Centre connection to Saddletowne
Need Dashmesh Culture Centre to connect to Saddletowne
Dashmesh Culture Centre needs connection via Saddletowne
Need connection to Dashmesh Culture Centre via Saddletowne
Dashmesh Culture Centre connection via Saddletowne
But 145 should go via 80 Ave NE to saddletown circle instead of the current route, as there's a Darbar Shri Guru Granth Sahib Ji Gurdwara Sahib on that road, so many people are visiting that everyday, it will be really helpful, thank you. Now only bus 100 is going on that road.
There are still people living around Martin Crossing Drive. There should be service on that street.
Both 60/61 should stay by Dashmesh Culture Centre
Route 60 from Saddletowne to Dashmesh Culture Centre
Keep 85 or any other bus on Martin Crossing Drive
No longer require transfer to Dashmesh on Route 61
Both buses (60/61) should service Dashmesh Culture Centre. Make light from 4-way and then Martindale Drive to 64 Ave to McKnight.
Buses should be more frequent
Happy for 159 to be extended to Savanna
Need connection from Martin Crossing to Dashmesh Culture Centre

Route 60 needs to go to DCC, can reduce the frequency of Route 60
Require transfer but can get to destination (Dashmesh)
I don't want any change in route 60/61
Do not want any change to route 60/61
Both buses should service DCC
Both buses (60/61) should service DCC
60 and 61 work very well for my needs and having the 71 really helps me if 60 or 61 service is affected by broken down bus or weather conditions. I noticed that you have not put a comment selection for the 71 bus route which is unfair as the public who use it can not have their say on the 71 route.
Don't want any changes
Route 60 to Dashmesh via Saddletowne
Route 60 needs to connect to Dashmesh
Need to connect to Dashmesh
Need connection to Dashmesh.
We don't want change to the 60/61 routes.
Don't want change
Route 60 should service Dashmesh, maybe right at the 4 way stop and then take 64 av to McKnight.
Connection to Dashmesh
Need connection to Dashmesh (Route 60)
Connect to Dashmesh
Yeah it meets but there are many things which should be considered as bus service is slow 159 has single route which wastes too much time
I do not want transit to change on routes 61 60 and 71. they serve my and the needs of my family and friends very well. We all do not drive and have to take the bus to work, school and leisure. The amount of public who use these routes in the NE quadrant is significantly more in numbers vs other quadrants. We have many people who work shift and the transit network in my neighborhood is heavily used and if anything we need more bus numbers and not less bus numbers here in the NE. If anything 60 and 61 should link to Mcknight west winds station and saddle town station.

Route 60 and 61 to provide service to Dashmesh
Transit should serve DCC
Does not want change for the Route 60/61
Do not agree with changes to Route 60 and 68
Do not want changes to the route 60/61. We want Justice.
Need connection to Dashmesh
keep Route 60/61 same
Maintain connection to Dashmesh
Route 60 to DCC via Saddletowne
The stops are within walking distance
Route 80 is not included in this survey, why is that? It is route that needs to expand service times.
Only the timing issues.

Route 38 - Brentwood/ Saddletowne Station

Max Orange takes more time than train for the same distance. It needs to be wuicker
The 38 should continue to serve 44 ave to provide service to people living in Whitehorn.
By taking the 38 out of Whitehorn you cut off access to multiple grocery stores and make it so people now have to take multiple buses instead of one. The current route works fine to go from the ne to the ne with convenient stops along the way
I feel as though changing this route would greatly reduce accessibility in the area. As a post secondary student I frequently use the current route to get from Whitehorn to brentwood station in order to attend my classes, the suggested changes would prevent that and greatly reduce my ability to get to class in a simple and timely manner. Along with this I also frequently use the route to run errands and do grocery shopping which would be made much harder by these changes.
Removing the one-seat ride from Brentwood to Whitehorn is not a good idea and would increase travel times for thousands of riders

<p>There are so many other buses like (23 and max in 52 and 68 in 68 and the train in 36) so there's absolutely no need to add more buss to reach the same destination while useing the same road so There's no need to add even more. If the demand for buss in 52 is more, just add more buss there. I use 38 on a daily basis, so preventing it from reaching temple will not only hurt me but also the (Father Scollen Catholic School) students who uses 38 everyday and also why would you change a buss route from Temple to Saddletowne that is just not relevant and not fair. If a person wants to go to Saddletowne using the 38, they can get off at the Whitehorse train station or at 52 st to catch either 23 or Max orange. Having more than 3-4 on the same route for more than 15 minutes while having multiple buses and the train cover in the other lines heading to the same destination is just ridiculous</p>
<p>Why does the routing for the 38 have to use Mcknight Blvd where there are no transit stops? Can the 38 be kept on 44th Avenue to 52nd Street and head north to Saddletowne Station. There is no difference in distance in the routing but this provides much more direct connections in Whitehorn to both Saddletowne Station and Brentwood Station.</p>
<p>The 38 should continue to serve 44 Avenue as it provides a one-stop bus ride to the University, Centre Street and high school for Temple and Whitehorn residents.</p>
<p>Needs to be more frequent</p>
<p>this is a test</p>
<p>This change to route 38 is completely unnecessary, and will severely limit easy access through Whitehorn and Temple that a lot of people use. Replacing this with another route means an unnecessary transfer needed at Whitehorn station. There is no need for the 38 to go up to Saddletown, as you already have a perfectly good crosstown route in Max Orange that does this exact same thing! Why do we need two routes that connect the same stations (Brentwood and Saddletown) when the Orange is perfectly capable of doing just that? It makes no sense.</p>
<p>To the Offices of Councillor Raj Dhaliwal and Councillor Andre Chabot, I am writing to formally oppose the proposed changes to Route 38, specifically the plan to reroute it from Temple to Saddletowne. As a daily rider, I believe this change is unnecessary and creates an unfair burden on our community. I urge you to reconsider this decision based on these 3 critical points: 1. Extreme Redundancy: The corridor between Whitehorn Station and Saddletowne is already heavily serviced by the LRT Blue Line, Route 23, Route 68, and MAX Orange. Adding the 38 to this same stretch is redundant. If there is high demand on 52 St, the city should add more buses to those existing lines rather than stripping a unique route from Temple. 2. Impact on Father Scollen Students: Route 38 is a vital daily service for students at Father Scollen Catholic School. Moving this route forces students into longer walks or extra transfers, which is a significant safety and reliability concern for families. 3. Existing Connectivity: Riders on the 38 who need to reach Saddletowne already have efficient options; they can transfer at Whitehorn Station or along 52 St to catch the 23 or MAX Orange. There is no logical reason to move the entire 38 line when these connections already exist. Having 4 different transit options covering the same road for over 15 minutes while reducing service for Temple residents and students is an inefficient use of city resources. I request that you maintain the current route for the 38 to ensure fair access for our neighbourhood.</p>

Where will you guys put the additional buses at Saddletowne station. There are no bus layovers space. Its getting crowded and no space even on the sidewalks. Instead of adding routes to Saddletowne station, consider a logic behind expanding Saddletowne station physically rather than bus routes
I feel like this route should end at Whitehorn station. It would make it more on schedule, stream line in connecting the 32 Ave industrial and also spring gardens. Extending it to saddletowne will just mean more empty busses
We are staying at cityline square, bus stop is eprx 2 km. Away, 25-26 minutes walk everyday for first bus up to saddle town, from there another bus to downtown Calgary it takes more than 2 hrs. Every day to reach for work, school is also too far takes 55 minutes for my daughter to reach school. Cityscape drive has more than 300 houses with 500+ ppl staying in this community.
Saddletown route extension
I live on 40 ST 44th ave. I would prefer this route is kept to go through 44 ave instead of the new mcknight blvd rd detour. I use this bus to go to UofC like many students on 44th Ave. Now it will require me to wait for route 70 and then getting this hoping on this bus from whitehorn station. Previously this is going directly from 44th ave. This seems like reasonable adjustment and will help ridership for people who live alongside 44 ave. I hope you consider. Thanks.
This changes is good and makes the route Quicker and serves more important destinations in the area compared to the old 38 which was a good mainline x-town with a mediocre feeder part slapped on the end
Enables a one-seat ride for me all of the way to Saddletowne! Also gives me one more option for an airport connection if for whatever reason the 300/500 is having issues.
It has great services & the best commutes.
I think putting in more long buses is a good idea. That route is always packed between 6-10am
Good work
Fine
This service is good in my community I don't want this to be removed
When the bus reaches it's final stop at Brentwood or Rundle it doesn't leave for around 10 mins. Would it make more sense to have more frequent cycles (instead of running every 35 minutes every 20 minutes?) and less waiting (stop for 2 mins at the station instead of for so long because I may be in a rush sometimes
It will connect with my family living in Taradale and Saddletowne.
I frequently use MO // 23 // 100 i suggest for winter i have to wait on the bench at the bus stop sometimes in snow and rain there is no cover pls do the needfull
It Is perfect as it is, no issues other than the random homeless occasional in the Falconridge area

My daughter ia in James folower and this new route will be help my daughter
Only problem is. Where are going to park all the buses at saddletown there isnt enough space for currently buses. Sharing 1 stop for 3 routes
Please increase more bases on this route around 5 am and 9 pm
Because of high school
This would be a great route via Whitehorn Martin Ridge Martindale, Tara Dale
I work where my schedule is all over the place so there's time that I have to catch my first bus at 4:45am and there's been a few times that the bus has shown up early and the driver has driven past me.
This one will be a great improvement as a lot of time is wasted in the community of Temple. They should have their own bus.Which is being proposed
I am very pleased that route 38 will now serve Saddletowne. It gives one more option for people to get to the Saddletowne area from the NE

Route 43 - Whitehorn/ Chinook Station

The 43 should continue to serve Whitehorn and west winds for residents living there.
It cuts access to grocery stores and other train stations along the way. Makes for more connections being needed.
This route should not be changed, if it is changed grocery shopping will be more difficult and accessibility will be greatly reduced.
I know many, including myself, who use the 43 to connect from places along 36 street to Whitehorn and connect to the 23/MO to continue their jouney throughout Calgary.
The 43 is a vital route for me to get to work, and the fact that it goes to 52nd street allows me to take one single bus all the way, rather than having to transfer busses. Why is there a need to remove this service from Whitehorn and Castleridge anyway? It is one of the busiest routes in the NE specifically because it reaches these areas, and a lot of people rely on this! Changing it will only force people to make unnecessary transfers, or force them to take the C-Train, which I try and avoid when possible for safety/security and easy access reasons. Please do not change this route! There is simply no need to do this!
I commute to and from Ogden and it is a very long commute.

Keep it at Westwinds. Only stretch it to Saddletowne if you guys planning expanding Saddletowne station infra beforehand. Otherwise it will be a disaster with so many people at Saddletowne station with current sqftage
This line operates more frequently and on a more convenient schedule, replacing the mcknight connection should only happen if the amount of busses overall will increase for the 21 and 55 routes
If route 43 terminates at Whitehorn, there will be no connectivity from Marlborough to McKnight Westwinds in early mornings from 02:00am till 05:00am. There is no LRT running during this time and the only way to reach McKnight Westwinds and Saddletowne is the route 43. If this route will terminate at Whitehorn station there should be an alternative route to connect Marlborough, Rundle, Whitehorn communities with Westwinds and Saddletowne.
Keep it in the west winds area.
Not sure the point of changing this route, leave it the way it was, pointless in making a new route. There needs to be better connections/access and increased frequency from 52nd street to the c trains.
An extra transfer may be required to get to areas north of McKnight, however the 43 was already ridiculously long and shortening it a bit seems like the right decision
would like to see a bus going north early in the morning around 4:20 am , currently bus leaving the rundle station 4:38 am makes it difficult to connect with bus 23 on 52 street ne . this is the first bus , max orange and the train starts later. very difficult to make connection . this would help lots of riders wanting to go north to saddle town and south for work .
Should be going till mcnight
Very crowded especially with lots of strollers
Few more stops along the way
43 goes straight to my worksite so it's good
This is the best and my Favourite ride to go to Chinook from whiteheon
would like to have bus leaving rundle station around 4:20 am so could make connection with bus 23 going south , have talked other passengers taking the bus in the morning .. their is no buses or train going north that time of the day. please consider very difficult thank for your understanding ...their is a bus leaving 4:38 am missing the connection, have to go work ..
is good the way it is now except for add on time in the morning
My only issue is this route seems fairly inconsistent with departure times. I usually board at Marlborough station and it's truly anyone's guess as to whether I'll make the connection on time. Just this morning I was following the app's real time updates and was given a 2 minute window in which I should have been able to make the transfer from the train but as I got off the train the 43 was pulling into the stop. I waved at the driver

from the platform to let them know I needed to board but they drove away before I could make it out of the station, a full minute or so before the scheduled departure time, and this is a frequent occurrence. :(
I am thankful for this route as it gets me home in under 2 hours if the trains don't run for some reason. I work at Chinook Centre and live in Martindale.
Should be a new Transit centre at Whitehorn if there's room/loop around Whitehorn community also Rundle community
This new proposed route plan is good
like the way the route is now I can get to stop # 7105 in the morning by 4:50 am need to be there by that time. one bus would take me there. there is no other service going north at that time
working excellent now
I take it to/from falconridge Blvd and the McKnight station
This works however as someone who alongside 44 ave. We are left with just route 70 now. I would prefer at route 38 to still go through 44 ave. Route 43 is fine at whitehorn termination..
If 43 is taken off 44th ave (near my residence) then I will hv an extremely difficult time going to work daily and going to church daily. And I will be affected a lot on the weekends to reach sunridge mall and the stores at 36st // 32ave. It will be very difficult to carry my groceries back especially during bad weather. I am nowhere near young any more and need all the help I can get to remain self-dependent. The present route is really important to me because I can go from work to church to home without any connecting buses. Once u remove it from 44ave then we are back to the old days of connecting with trains or other buses in order to go ANYWHERE. I urge u to leave route 43 as it is. It even allows me to go to Marlborough mall or 17th ave without having to make connections. Thank you
I like the way route 43 is , make's it easy for me to get to the mosque on west wind Dr . it only takes 10 minutes to get there and back home .. please do not change.
very convenient
I like the way it is now , bus going to west wind station , gets me to the mosque on time !!
create a new bus# for one direction. it used to be 71 & 72 before. I've seen many people getting on the wrong bus. sometimes the signage is wrong too.

Route 59/159 - Savanna/ Saddlebrook

If a merger is to happen, I think it should be going both ways (to saddletowne via 80th ave, similar to 80 wb) since it would make my trip to saddletowne much, much longer than it already is via 159. There are many
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apartment and residential buildings along the route, so I am certain that this would affect many others similarly as well.
If i miss my one bus next bus is in 30 mins thats too much of waiting time... it should be atleast 15 mins make it route more often..
More 159 bus service after 7:30 pm. It's only one bus at whole route after 7:30 pm
59 route is the only bus that comes to savanna community and its is not frequent enough with the transit needs. About 25-30 mins after. Sometimes mornings are so crowded that driver doesnt allow more people on bus. It is very inconvenient. Also given that buses for other routes like 128 and 145 are always present at saddletown station, waiting 20 mins for 59 bus seems unreasonable and unfair. It would help to start more frequent bus times (even for specific times like rush hours)
More time more connection
Ban street parking in some areas enroute. Cars everywhere hinders bus running. Add bigger buses
Savanna bus comes after 30 minutes and it is full in the morning and evening. Sometimes there is no space for standing. I want to request make spme stopes till the end and bus should be in every 15 minutes.
59/159 should also connect to (84ave ne /45 st ne) Gurudwara Darbar Sri Guru Granth Sahib Ji
Bus does not come often enough and is always packed
Needs more service
Almost 1 hour late and behind the schedule. We can't even get to work on time.
Please do not change the evening timings. Earlier bus used to depart at 5:45 pm but now it departs at later time. Please keep 5:44 or 5:45 pm
Proposed route shows it is taking away the Saddleridge Drive and Saddletree Drive stop. This is very inconvenient. Are you guys planning to add a Saddletree stop? It is difficult to walk all the way to the station when the roads are icy. And now you are taking away that stop from us.
No change
No change
Dont want change
Don't want change
Don't want change
There should be more service of 159 and it should not be one way because it took too much time so it is really hard

Please do not change the bus route or bus timings. Earlier there used to be a 59 bus that departs at 5:45 pm from saddletown which is now changed to 5:58. Please keep it at 5:45 pm, please do not change it.
Need an alternative bus travelling unto 60ST NE. Rush hour or bad weather will provide various ways of commute. Implement 145A to travel that route.
Frequency should be more especially during rush hours
would help ,from 88 Ave Ne one more bus to get to station hopefully better frequencies , will cover more public in this area for sure good move . waiting for the go ahead
Good job
Too many stops
Please don't change as the proposed route will increase travel time to Saddletown and no one goes saddlebrook community to savaana community
Needs more buses that have a similar route. Sometimes at the saddletowne C train station during rush, such as after school hours, the bus would be packed and people would be left behind. I also use this bus to go from my home to the station. Having more buses ensures I have to wait less for that
By extension 159 , it will increase travel time and duplicate the 59 service
I like that Saddlebrook, will get both clockwise and counterclockwise service, as it right now I have to complete almost the entire loop that the 159 does to reach Saddletowne station.
We have to wait for 159 and it covers all around and then we reach the station.
Currently the 59 comes every ~25 minutes. To better serve our community this needs to be more frequent.
Going svana plaza will be easy
Current 159 route is best donot need to change it and no need to extend to savana .
59 needs to be sprayed from 85
I must express my strong disagreement with the current operational practices, which consistently result in service delays. Specifically, I am concerned about drivers purchasing coffee while on duty and leaving vehicles running unattended. Furthermore, the recent expansion of routes exacerbates these issues.
Route 59/159 is the busiest route in this area we need more bus service on that route 2 to 4 bus service on these routes every time
Very nice

It appears they will no longer go down 60 Street. As someone who lives along 60 Street (in between 88 Avenue and Saddlehorn Drive) it was nice to have an option to get to the station without walking when it is cold or after a snowstorm. The 100 going only every 30 minutes, makes for a long wait in the cold.
159 his long needed two ways service and including Savanna is a positive change
There have been no major issues boarding the bus. Buses have been on time. Drivers have been very nice and friendly. I have some concerns, however, on the riders. Some riders, particularly Indians, lack a sense of courtesy to fellow riders. They play their music loudly. They talk on the phone loudly. Drivers have no control over these but I think we should have a code of ethics for riders. On top of that, we should have a hygiene code for riders. Some riders stink so bad it is no longer pleasurable to ride the train.
Should increase frequency. Riders have no manners especially Indians. They talk so loud on the phone. They also lack proper hygiene. The bus and the train smell so bad. We don't deserve this kind of stench from Them.
This bus route has an excellent frequency is available almost at all the near stop. And always on time!
Two way service improvement is better than the old 59, old 159
Really like the new 59/159
Very Happy with 59/159
Happy 159 is extended into Savanna

Route 60 - Martindale

I would like this route to continue serving some of saddle ridge and not only be a connection to McKnight west winds as trains and other bus routes as do the same connection.
This bus comes not on time. When it missed other bus came after 45 mints most of the passengers suffers this problem with route 60 and 61. A humble request to you please arrange 2 buses. Thank you
Removing bus stop near apartments at Tarvista Drive superb idea Making left at Martindale Drive from Martindale Blvd Superhard. Only one bus on Martindale Blvd Superbad Idea Removing bus from Martin Crossing drive superb idea. From new proposed changes only thing that make sense is connecting routes 59 and 159. Rest all are bad ideas and create mess
Bus frequency is every 40 minites if this can be increased during pick hours like morning between 7-9 and evening 4-6 That will help.
The proposal to take down Route 85 won't work for people in community. There are kids taking this route from Crossing Park School and people who take bus to transit station.

<p>The bus service is very less. It should be around every 15 minutes because people around Gurudwara uses this bus a lot.</p>
<p>Too rare service</p>
<p>There is some times a 40 min wait between buses, and if you get off the train and see it there, even if you run they rarely wait. They should wait at Martindale for a few mins instead of waiting at Saddletown for so long.</p>
<p>Hi management your future route for 60 is ok but if do do little change in route maybe it will solve our problems Instead of taking right on Martindale gate goes straight on Martindale Blvd and make a right on Martindale dr or if it to tight spot for making right on take a right on falconridge Blvd and right on 64 ave that will cover the missing part of route 71 because in future route this part is not covered by any bus if you like this idea and it will solve our problems and I shall be very grateful to you if you like my idea</p>
<p>Why would you take route 85 away when the population has grown exponentially. I use this bus to go to the ctrainstation in Martindale and mcknight westwinds. You should be improving not removing services</p>
<p>New route 60 don't need to turn right to Martindale gate. It will go straight on Martindale Blvd,turn right on falcon ridge Blvd,then right to 64 Ave NE, left to castleridge Blvd to go to West wind station. That way it serves the Dashmesh gurdwara center and service to 64 Ave NE stops.</p>
<p>The drivers are so rude, gets to pick and choose who pays for the bus and who doesn't. Doesn't wait for people when they saw them trying to wave down the bus. No shelter</p>
<p>Proposed route 60 no longer serves Dashmesh Culture Centre from Martha's Haven. It will add more time to travel time by tranferring.</p>
<p>I am writing this message to give a feedback in the Route 60 and its stop at Dashmesh culture centre.this route is extremely important for many community members and the stop at Dashmesh culture is especially valuable. this route helps people attending religious service and daily activities.now both routes 60 and 61 is serving the area. i personally observed that both busses often crowded. if route 60 is cancelled from dashmech culture centre, then passengers have to rely on route 61. this creates a serious overcrowding issue. this makes travellers uncomfortable and difficult for riders and they dont even get a space to stand in the bus.reducing the service in the area will negatively impact accessibility and makes it hard for the people to attnd important culture and community activities. i am recommending not to remove the stops, but improve the service to help and support the growing demand.i kindly request the City of Calgary and the Calgary Transit to not to remove the route 60. please keep both route 60 and 61 to Dashmesh Culture Centre.i will be very thankful to you if you consider my feedback.</p>
<p>Route 60 must go east wound on Martindale Blvd from Martindale gate,up to Falcon ridge Blvd.Then south on falcon ridge Blvd, west on 64 Ave,Then south on castleridge Blvd toward westwind Dr to McKnight station. Thanks</p>
<p>My family depends on route 85, discontinuing the route will really effect everyone in terms of work and school.</p>

We are waiting for to add busses in rush hour transit is removing 60 if i have to go on few stops on saddlemont by i have to take 61 for 45 minutes to go home when all routes 21-55.34-48.42-49 all have 4 busses 2 clockwise 2 counter clockwise why not 60-61
Need Service on Martin Crossing Drive. Lots of people live there, also on 64 Ave.
Does not want change.
Cityscape Drive needs a bus near 60th ST. Don't change the 60/61
Please don't change the 60/61. A lot of customers use these and ridership will be affected.
Need connection to Dashmesh Culture Centre
No change
Please don't change the 60/61
I only use 60,61, if closed I disagree
Do not close the 85. If close I disturb.
Please don't close 60
60 To DCC Via Saddletowne.
Saddletowne connection to Dashmesh Culture Centre
Route 60 to Dashmesh Culture Centre via Saddletowne
Dashmesh Culture Centre connection to Saddletowne
need Dashmesh Culture Centre connection via Saddletowne
Need connection to Dashmesh Culture Centre via Saddletowne
I used this everyday
There are still people living around Martin Crossing Drive. There should be service on that street.
Both 60/61 should stay by Dashmesh Culture Centre
Route 60 from Saddletowne to Dashmesh Culture Centre
Keep 85 or any other bus on Martin Crossing Drive
Comment is 60 to DCC via Saddletowne

Both buses (60/61) should service Dashmesh Culture Centre. Make light from 4-way and then Martindale Drive to 64 Ave to McKnight.
Send Route 85 to Dashmesh Culture Centre
60 to go to DCC, can reduce frequency
I don't want any change in route 60/61
Do not want any change to route 60/61
Both buses should service DCC
Both buses (60/61) should service DCC
Don't want any changes
Replace 60 with route 136. Connects North NE Communities with Martindale Station McKnight Westwinds Station, then on the way back to Saddletowne (One way loop)
Route 60 to Dashmesh via Saddletowne
Route 60 needs to connect to Dashmesh
We don't want change 60 and 61 route. Everyday we use this bus to come to Dashmesh Culture Centre.
We don't want change to the 60/61 routes.
Keep same
Route 60 should service Dashmesh, maybe right at the 4 way stop and then take 64 av to McKnight.
60 to dashmesh
Connect Route 60 to Dashmesh Culture Centre
Requesting Route 60 to DCC
Please do not stop Route 60 bus. It is more convenient for people to come to temple everyday. Shouldn't stop communities connecting to Dashmesh.
Connect to Dashmesh
Both 60 and 61 should service DCC
Both 60 and 61 to service DCC
does not want change on the Route 60

Route 60 must go in front of Gurdwara, then turn right on Falconridge BV, then next right on 64 toward Castleridge BV.
Do not want changes to the route 60/61. We want Justice.
Keep route same
I would say do not stop #60 route at all because it usually accommodated to people who are coming to temple. Thank you.
60 to DCC Via Saddletowne
I have not complain with the 60 just wish the departure time for Saddletown is extended abit
Na
Its good
I think there should be more buses in circulation - 30 minutes to wait for each bus is too long
There is no need to change a route that is already doing well. How will customers go to the Sikh temple? Having just one bus, the 61, going on Martindale Drive will be a nightmare. Buses go full going towards the Gurudwara. If you go ahead with changing Route 60 to stop going to the Sikh temple, it will be chaos.
Not covering martin crossing drive
Increased frequency
No need to take this route to McKnight if you need go to superstore we can easily go to train and walk
By changing Increased travel time to dashmesh culture centre .. not going to martindale station area .. how we go and come to station and culture centre
Removing bus from martin crossing drive bad idea 60 and 61 can't manage ridership on saturady and Sunday Putting single bus on blvd will be disaster
Need more buses services on 60 and 61 t
60 and 61 are great at this point. They are wonderful for my need
Good change
I usually get this bus for my religious worship and also for meeting my friends lots of friends living in that area
Bus should come every 15 minutes

I like the way 60 and 61 bus routes work. I have no problem as my house is few stops away from train station and works perfectly for me and not only me. Many other houses in the area are fully satisfied with these routes as my elderly people and parents take these bus routes to travel to the guruduwara
It allowed me to take a bus most of the way home on those cold / snowy days when the walk from the station would have been unpleasant. The 100 only goes every 30 minutes, so it was nice not to have to wait so long if you just missed it.
This route should not be changed and add route 85 with this route
I don't like this new proposed plan cuz previous one was good and It directly connects us with gurudwara street
It is necessary for commuting to gurdwara sahib easily. Do NOT stop this. Even if possible add more buses to this route to dashmesh culture gurdwara sahib so that people who go to this place can commute easily.
Most of the seniors of this district go to Sikh temple which is about 2 km. According to the new route (60,61) they have to change 2 buses to reach there.
I like the way this route is because many of the riders(specially seniors) go to the Sikh temple.
We do not want to terminate we use this bus route from saddletowne station to Dasmesh Culture Center to go pray it is an important part of our religious beliefs
We use this bus route to go pray from Saddletowne station to DCC which is our religious place of worship please do not terminate this route as many other seniors take this bus to go pray
Fine with changes
I use everyday
This bus meets my needs as it takes me to Dashmesh cultural centre and also Saddle town C train station. I can also visit two of my family members who live on the bus route.
The old route is good, but now I see the new map of bus route, the new route is also good
Will take the bus that is available within the walking distance
both 60 and 61 come around the same time on the opposite sides on martindale blvd near manmeet school. have them come around 15 minutes apart. This way, if 60 is missed, 61 can be taken especially on a -20 day. most people are going to the station.

Route 61 - Taradale

Same thing- I think 30 minute wait times are too long there should be more busses on the route
Not covering martin crossing drive
New changes on route 60 and 61 makes mess
The new proposed route does not allow for direct travel to westwinds station along 64th. I often take the current 71 (catching the bus at 64th and tararidge drive) to connect me to superstore and the train. With the new proposed route, the trip is no longer as direct and would involve more transfers, or walking to farther routes. This feels like it would take me longer to go get to the westwinds hub. Also, I often take the 71 from westwinds to the dollarstore, doctors, and grocery store at falconridge Blvd and 64th. With the new route, I would also not have as direct of a route. Currently this trip is around 7- 10 mins, but the new route would really make this longer.
Rare service
There is some times a 40 min wait between buses, and if you get off the train and see it there, even if you run they rarely wait. They should wait at Martindale for a few mins instead of waiting at Saddletown for so long.
Better accuracy/tracking needed. It is 2026 and will be nice to know where my bus is and have accurate ETAs. This is something that has been possible for decades in other cities where I've lived. I shouldn't have to get to the bus stop 10 minutes early when the bus will be 10 minutes late...
Drivers rude gets to pick and chose who pays Doesn't wait when they see the person running to get the bus.
Does not want change
Cityscape Drive needs a bus near 60th ST. Don't change the 60/61
Please don't change the 60/61. A lot of customers use these and ridership will be affected.
No change
Dont want change
Don't want change
Need connection to Dashmesh Culture Centre
Please don't change the 60/61
I only use 60/61, if closed, I disagree
I used this everyday
Both 60/61 should stay by Dashmesh Culture Centre

Both buses (60/61) should service Dashmesh Culture Centre. Make light from 4-way and then Martindale Drive to 64 Ave to McKnight.
I don't want any change in route 60/61
Do not want any change to route 60/61
Both buses should service DCC
Both buses (60/61) should service DCC
Don't want any changes
Need connection to Dashmesh
We don't want change to 60 and 61 route. Everyday we use this bus to come to Dashmesh Culture Centre.
We don't want change to the 60/61 routes.
Keep same
does not want change on the Route 60
Do not want changes to the route 60/61 . We want Justice.
keep route same
No complaints with the 61
Quick route
Yed
Needs increased frequency
It's nice to skip the walk to the train station because it has a stop close to my home. But, often times it does not line up with my schedule. So on days where it's very snowy, rainy, or the weather is bad is general, I can't really use it without going very early or later than I want to.
No need for this route to McKnight as a lot of people will miss connection one community to another end of community and school
New route will increase travel time and by live martindale station area how to go dashmesh culture centre and max bus and east hills plaza
60 and 61 can't manage ridership on saturady and Sunday Putting single bus on blvd will be disaster
This will meet my needs going to the same destination.

Need more bus services on this route please thanks
60 and 61 are great alternatives if I miss one then I can catch the other one
Positive
This bus service is important for me to go worship place and also meeting my friends at that place
Bus should come every 15 minutes
This is good plan
Easy to reach to gurdwara sahib
I like the way 61 route is. There are so many riders all the time. Specially seniors like most because it goes in-front of Sikh temple.
Do not terminate this bus route we use it to travel to DCC and go to pray everyday
We use this bus route to go pray and all other seniors take this bus to go to DCC please do not terminate this bus route
Fine with changes
i use everyday
No longer need transfer from Saddletowne to Dashmesh
The 61 bus meets my needs as it takes me to the sikh temple and also the c train station at saddle town. My family also lives on the route. having the 60 and 61 operating the way it is allows me to make a choice if one of them is broken down in the winter weather conditions.
I do not want transit to change on routes 61 60 and 71. they serve my and the needs of my family and friends very well. We all do not drive and have to take the bus to work, school and leisure. The amount of public who use these routes in the NE quadrant is significantly more in numbers vs other quadrants. We have many people who work shift and the transit network in my neighborhood is heavily used and if anything we need more bus numbers and not less bus numbers here in the NE.
The old route is good, but now I see the new map of bus route, the new route is also good

Route 68 - 68 St E

The waiting time is too long, the bus driver's attitude especially the female ones are really bad. It arrives too late compare to other busses and It leaves too early leaving behind students who just arrived by the 23 bus.
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Getting off the 38 to have to wait for what seems like an hour to head south via the 68 is irksome. It's often faster to walk down 68th to 22nd avenue than it is to wait for the bus. The 68 needs to run more frequently, or just have better timing for transfers.
For Route 68 number of big bus should increase.
This route connects me to east hills. I find this current route easily accessible. The new proposed bus route would require me to catch the bus 68 at McKnight/Westwinds. You are proposing to eliminate the 85 which is one of the buses that I would take to superstore or McKnight Station. I find that losing bus 85 and proposed change to bus 68 would be inconvenient for me.
I live in Skyview and now takes the 68 from Saddletown to work off 68 street. With the new changes I would have to go to whitehorn from Saddletown to catch the 68.
It should come all hours of the day first of all. Second the west winds connection does not serve it well
Improved frequency, more of the big sized buses, improved tracking/location services for the bus.
Route 68 supposed to follow route old 71 upto 64 Ave NE. Then turn left to 64 Ave and right to 68 St and continue to 43 Ave NE. That way it will serve the old 71 and 64 Ave falcon ridge area. Thanks
As a route (and especially for those who live along 68st) it may be a very good addition // extension. But for me, I will need to first take route 70 and then connect to MO (work) or route 68 (church). Connections are difficult at the best of times but when u take into account bad weather and bus frequencies they can be terrible. Esp to do so on a day in day out basis. Thanks.
68 South wound at McKnight Blvd, must go straight on 68st towards coral spring stop. Then turn left on Falcon ridge Dr West wound up to falcon ridge Blvd, Then follow the old 43 route. That way customer going to Coral springs and falcon ridge schools, don't going backwards from castleridge Blvd & Falcon ridge Blvd. Thanks
Why is Route 68 going to McKnight? Cornerstone to SAddletown to McKnight and then East Hills means a longer travel time.
Route 68 must go straight to Falconridge Dr and then turn left on Falconridge Dr
68 Street should be continued to Falconridge Dr, then it should change. It is very difficult for Gurdwara
Route 68 from Coral Springs to DCC not as direct, was getting off at Martindale BV and walking to DCC now.
Good
Increased frequency
Please don't take to McKnight as it will increase work and grocery,doctor travel time when we go to east hills plaza and on the way to school
Easy to travel from saddletown to east hills plaza

Good connection for east hills plaza
the 68 as it runs right now connects the Eastern half of Falconridge to multiple other route connections, makes it easily accessible to affordable grocery hubs, and it generally a quiet and respectful route as it helps many adults and younger families commute
Bus needs to come on time
To go to east hill. This is the only service I can get. This very good for me
This route also going to those places where I usually go on my day offs for relaxing and outing so keep it in service
Please bring this bus into Belvedere before going to east hills because there are so many passengers from Belvedere community who have to take a long walk to catch this bus at east hills.
Purple max to chestermere
I take the Route 68 from Monterey Park to Dashmesh Centre Going to mcKnight station will need transfer.

Route 70 - Temple

I live in Pineridge, which needs to be better serviced. All of the services are going towards the north part of the north east. Do they pay more taxes?
Hi Calgary transit, I am a grade 9 student from Ted Harrison, I don't believe as a person that used 71 multiple times. As I seen for the Route 70 it doesn't go through Ted harrison 61 does but 70 doesn't but goes through Taradale. Bus 71 from saddletowne to McKnight WestWind station will get packed both in Ted harrison Station and the Taradale station and when it comes to 2 different routes it can become a issue. What I am trying to say is it is best to make a route similar as 71 that goes through every station but can be probably connected to 70 or longer as it can be annoying to students in Winter to go through 2 busses and have to wait for so long! This will be really helpful to somehow combine those routes!
Both buses (60/61) should service DCC
I would love to see the new route!
I like the extra service but having cutbacks on both the 38 and 43 on 44th Avenue NE is too much. There will definitely be less frequency on Route 70 compared to having both these routes. If the 38 can be routed along 44th Avenue instead of McKnight, this would make frequency and connections similar to current without adding any distance to the actual route.
Good

Currently not using Transit, but now knowing about the Route 70 and how easy it is to take from Saddletowne to Temple, with the possibility to transfer to Dashmesh Cultural Centre might start using transit. It is hard to walk so the transfer opportunities are good.

I do not want transit to change on routes 61 60 and 71. they serve my and the needs of my family and friends very well. We all do not drive and have to take the bus to work, school and leisure. The amount of public who use these routes in the NE quadrant is significantly more in numbers vs other quadrants. We have many people who work shift and the transit network in my neighborhood is heavily used and if anything we need more bus numbers and not less bus numbers here in the NE. If anything 60 and 61 should link to Mcknight west winds station and saddle town station.