



Bus Rapid Transit (BRT) Review

Route 135

Stakeholder Report Back: What we Heard

June 2018

Verbatim Comments

The comments below are as they were submitted by participants attending the events and at the online portal pages. No edits have been made but personal information or offensive language is removed with an indication that this has happened.

Route-specific comments are divided by route and into three categories for each route, answering the three engagement questions:

1. What do you like about the proposed route? (positive feedback)
2. What would you change or think could be improved about the proposed route? (negative feedback)
3. Is there anything else you think we should know? (general feedback)

General, non-route-specific comments and Evaluation comments follow the route-specific verbatims.

Route 135

What do you like about the proposed route?

- Access to all 36 st and to marlborough
- Additional service for Erin woods in addition to the 58 during rush hour.
- Additional service for Erin Woods in addition to the 58.
- Direct route for people in Erin Woods to connect to the city.
- GOOD FREQUENCY AND ROUTING TO OTHER HUBS (BRT & CTRAIN)
- Good to have more options since The 43 will probably be very crowded since you axed so many other routes.
- It still gives school children access to get to school.
- Like the frequency. Every 15 minutes during peak hours.
- PREFER THIS ROUTING TO 58
- Prefer this to the proposed #58 since it's more direct than the #58.
- The route will be quicker to get to 17th ave to catch a bus going downtown.
- Very simple direct route along 36 St. Good frequency especially with the choice of taking the 58 as well.
- WOULD LOVE THIS TO BE THE MAIN ROUTE



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What would you change or think could be improved about the proposed route?

- 125 was a direct connection to downtown and that is now gone.
- Access to 36 st but need it ALL DAY! What will our children do if they missed the bus at peak time or have sports after school. You're leaving them stranded. Cuts are always made to those that can least afford it.
- Employment areas South of Erin Woods not well connected.
- I assume this is to pick up some of the slack with high school students/commuters to Father Lacombe/Marlborough C train station. I am not sure it is enough and I wish it was non peak as well.
- I just wish you would take people, not money, into consideration when deciding these new routes. It doesn't look like you care.
- Instead of duplicating with 58, why not turn 58 around at 36 st and run 131 later and more frequent? Seems the 58 would take forever to get to Marlborough from Erin Woods, and duplicating routes is not greatly efficient.
- Is service needs to be all day long. If our children have sports or extracurricular activities they will be stranded with no bus service. It is dangerous to expect children as young as grade 6 to walk several blocks, wait for buses in these areas. UNSAFE!
- It sucks, what is the point of this new route?
- Leave 125 alone
- Not a thing. This will easily add another 30-40 minutes to my commute assuming your system actually runs on time (which, it rarely does.) So thanks for that.
- Nothing. Losing the 125 will make my daily commute more difficult.
- Should go to Franklin not Marlborough. Too much volume of people and is hard to make way at peak times.
- Take similar route to existing 57 along 26 Avenue and 33 St so that there is bus service along 26 Avenue.
- There are a number of mobility challenged people who ride 125 daily morning and evening. Two are blind. Having to transfer poses dangers for mobility impaired people.
- There should be all day service along 26 Avenue for the senior home. Either this or the new 131 should address this.
- There should still be a bus along 26 Av SE. I think either this or the new 131 bus should stop on 26 Av still kind of like the existing 26 and 57 buses.
- This bus should keep a similar route to existing #57 along 26 Avenue and 33 St instead of staying only on 36 Street. The 43 already does that and there isn't any proposed service along 26 Avenue.
- This new express bus takes people to Marlborough station. Is that what your data tells people they want? The 125 is full every morning of people from Erin Woods and Dover who want to go downtown. I now have to take two buses to get to work. Disappointed.



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- This route serves low income areas. A lot of people don't even own cars. Lots of seniors and children teenagers depend on this route. It serves low income areas. We need this route all day long not just in peak hours. Service bad already/this is worse
- This service needs to be provided all day not just on peak periods. We have such limited bus service already. In these areas we don't need our kids are seniors to be standing in unsafe areas waiting on buses with services are erratic at best already
- Transfer to 17 Ave SE BRT needs to be timed for morning rush hour to be as frequent as the 125.
- Transfer to another bus is not convenient.
- We have a ton of kids in the area that used the bus to get to school. Cutting the time to pick. This is out rage we have a ton of kids in the area that used the bus to get to school. Cutting service to lower income neighbourhoods is outrageous .
- We need this service for
- You're forcing me to take two buses when I used to have to take just one. This would be fine if Calgary Transit was reliable, but it's not, so the fewer buses I need to take, the more reliable the service is. Give us back the 125 please.

Is there anything else you think we should know?

- I don't understand forcing people to the LRT - it's already too packed as it is during peak times and now you want to force MORE people on to it? DO you actually take transit routes before deciding to change it? I doubt it.
- Visually impaired transit user and navigating to a transit stop is not ideal. Visually impaired so construction debris and uneven surfaces are a hazard.