



Bus Rapid Transit (BRT) Review

Route 87

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 87

What do you like about the proposed route?

- A bit further walk for the kids at the high school but more useful for shopping in the evenings and weekends.
- A more direct route to Marlborough C Train station is definitely better.
- Can get to shopping and restaurants on 17 Ave from Applewood without having to take the 1 or 305. Bus has to make less turns which means less delays.
- Can get to shopping on most of 17 avenue from Applewood without needing to take the 1 or 305. Less turns so route is less confusing.
- can get to shops on 17th from marlborough without needing to take two buses
- Connects Marlborough Station with shops and services on most of 17th Ave. More direct and simpler than old route which had many twists and turns. Keeps same frequency as existing 45 bus.
- Having to make less turns through side streets should speed up the route. Can go from blue line to 17 ave without needing two buses.
- I like the new 87. I don't see any bus to replace the 45, 50 and 51 near 14 av at 40 st though. I think the new 131 bus should use 14 av west of 44 street or else there won't be a bus there anymore.
- I like the simplicity of the new route. Good connection to shopping and restaurants on 17 Avenue from Applewood. I like how it turns around the mall so it doesn't need to cross the LRT tracks.



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- I like this new route since there's a lot less turns the bus has to make. Residents in Applewood can easily get to shopping on 17 Avenue without needing to transfer to a #1 bus. Also easier to get from Marlborough to 17 Ave without needing to take the #1.
- I love how it runs through 17th Avenue SE. Most Applewood residents relied on the 126 and the 305 to have a direct downtown route, but the 1 was more frequent than both those routes. This will give us better access.
- I think the route is much simpler than before. Sticks to the main roads instead of narrow side streets. People can get to 17th ave without needing to take two buses like they do now.
- If you want to go 17 ave city centre of LRT is okay.
- It convenient that there is a bus that travels along 17 ave and then up to marlborough
- It's a more direct and simpler route than before. Provides Applewood residents direct access to shopping on 17 Avenue without needing to transfer to a #1 bus.
- It's a much more direct route compared to the 45 currently. I like that I can take the bus from Applewood and get to shops on 17th ave easily.
- Keep it this way. I think it make sense and doesn't need to be changed.
- Kids from Applewood might have to walk a few minutes further to school on 14 ave but easier access to businesses on 17th Ave will be more useful at all times of the day including weekends.
- Loves the new SE and that it's going to East Hills. Likes #87.
- More direct route. Marlborough and Applewood have access to the shops/services on 17 Ave.
- More direct. Same frequency as currently.
- Much simpler route than before. The old 45 used to get stuck at some lights for a long time trying to turn. Can get to shopping from Red Carpet easier.
- Route is more direct than the existing 45 route which uses narrow side streets and has many turns required which can cause delays when traffic is heavy. Applewood residents won't need to transfer to get to shopping on 17th Ave.
- Route is simpler than the 45 since there's less turns and uses larger roads instead of narrow side streets which can be tricky during the winter. Easier to get to shopping on 17 Av from Red Carpet and Applewood without need to take two buses.
- Same frequency as the current 45 bus. There's less turns to make so it should be faster than the 45.
- Simpler route than before
- Very simple and direct route. Bus won't have to make as many turns. Connects Marlborough station to areas on 17 Ave without needing a transfer.
- Way simpler route with less turns through the narrow side streets. Connects the Blue Line and Applewood to most of 17 Ave without needing a transfer. Existing frequency of 45 is maintained.



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- Will have to walk further to get to Forest Lawn high school when taking the bus from Applewood. But it's also closer to shopping and restaurants now.
- Will make shopping on 17 Avenue much easier from Applewood. Hope to see less delays since bus will have to do less turns now.

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

- 17 Avenue can get busy and this bus might need to run more often in the off-peak. Maybe the #1 bus should continue stopping at all stops as well instead of running in the middle bus lanes with fewer stops.
- 30 minute frequency off-peak for curbside service on 17 Avenue might be too low. Not everyone will want to use the BRT.
- 30 minutes off-peak might be a bit low for the non-BRT service along 17 avenue during the day. I feel like the #1 should run in the regular lanes along with the 87 with the BRT using the transitway.
- 440 or 1 should service 17 ave instead
- A bit further walk for the kids at the high school but more useful for shopping in the evenings and weekends.
- A lot of people use rte 305. This proposed rte makes commute longer and inconvenient. Buses never ever connect or wait for the other creating potential connection difficulties
- Bus should travel north on 52 St and along 14th Ave to 36 St. 1 should not overlap with BRT. Have a route from Franklin to Penbrooke that serves local stops on 17th Ave instead.
- Considering the congestion on 17th Ave SE due to the amount of traffic and few lanes, the many commuters to and from Applewood would have a much longer commute.
- Direct access to Forest Lawn high school and Ernest Morrow school have been removed. Students forced to walk from 17th Ave. Need to service the areas near 14th Ave @ 40 St.
- Don't take away the 45. The 87 needs to pass by Forest Lawn high school as I am aware many of its students reside in Applewood and this change would only inconvenience them further.
- Due to the above reason creating increased length and time of commute to and from Applewood, I believe this would discourage Applewood passengers from taking transit as the preferred mode of transportation.
- Further walk for students at the high school or for people using the pool and fitness facility.
- Have it turn north on 68 st go through Applewood then turn west on 14th ave etc. Service the stop at 68th st and the Trailer park .
- I don't think enough service is planned for rush hour, people going to work/kids going to school to make up for all the re-routing/cancellations.
- I don't.
- I think since this bus will use both 36 St and 17 Ave which are busy corridors, it



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could get pretty busy and might need high frequencies.

- I think the previous route was fine. In the new plan, only 131 travels on 14 avenue and that bus does not connect to Marlborough.
- Im very disappointed that our express bus 126 will be deleted
- Instead of looping at Marlborough Mall go Peter Loughheed /Sunridge connects to new North BRT and employment areas.
- It doesn't pass through Forest Lawn High School. I know several members of the Applewood community, including my son who rely on the 45 to bring him to school. Please make the bus come more frequent during school commutes to account for walking time.
- It needs to pass by Forest Lawn high school (or at the very least, the Forest Lawn library). Otherwise, hundreds of kids cannot go to school. As well, I wouldn't be able to access other services in the Forest Lawn neighbourhood. It is my only route.
- It would be better to have a service every ten minutes rather than 15. I hope this service also runs into the evening.
- Keep service on 14 avenue and 40 st.
- Keep this bus on 14 avenue. Already enough bus on 17 avenue.
- Kids from Applewood have longer walk to get to schools on 14 ave and the pool.
- Kids from Applewood might have to walk a few minutes further to school on 14 ave but easier access to businesses on 17th Ave will be more useful at all times of the day including weekends.
- Longer walk to school for kids if bus only stops on 17 avenue.
- Might need to be more frequent than 30 minutes off-peak since not everyone on 17 av will want to use the BRT if they want to get on or off at stops in between BRT stations.
- Missing service gap on 14 Ave. 131 isn't the same since it doesn't go to Marlborough so not useful for people coming from north of Memorial.
- Needs to be every 10 min and come north on 68 to service existing stop at 16 ave se.
- New route cuts off access to Bob Bahaan/14 ave/ at least 3 schools ? other side of Forest lawn library and a really large housing complex full of poor people that take the bus. Only comes every 1/2 an hour if people can't walk to BRT stops to switch to #1
- Not sure it makes sense to include both the 1 and SE BRT in the transitway. It doesn't really make sense to keep the 1 at all if it's not stopping at all stops on 17th ave anymore. We will already have the route 87.
- Nothing.
- Peak time should be every 10 minutes
- Safety is an issue to me...crossing streets as these do not have a shared stop
- The 1 should not be sharing the transitway with the BRT and should serve local stops instead of the 87.
- The schools designated for Applewood kids are in Abbeydale and Marlborough



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Park. That is an hour on the bus for junior high and grade school kids. Please connect the route to Memorial Drive northbound from Applewood instead of going back south to 17th Ave

- There doesn't seem to be any new bus along 14 avenue anymore between 36 and 44 streets.

- Use 14th Ave from 36 St and 52 St to maintain access to the two schools and recreation facilities along there.
- Will have to walk further to get to Forest Lawn high school when taking the bus from Applewood. But it's also closer to shopping and restaurants now.

Is there anything else you think we should know?

- It should have good connectivity to new route SE BRT. Heated shelters all along 17th ave to people waiting for new SE BRT
- It stops somewhere at the same location/spot as the new 17 BRT for people commuting downtown. Really think this will increase people who work downtown to just drive to LRt station
- Not sure why we need both the 1 and SE bus providing express service. Simpler to have a single bus if they're so similar and travelling same route. 87 can replace most of the #1 bus
- Nothing changed other than bus #
- Options of park and ride along 17th Ave for people going downtown who wants to take the SE BRT bus.
- Overlaps with the 1 and BRT and 440 during rush hour.
- Please consider the students who are serviced by these communities.
- Same frequency as current 45
- Same frequency for applewood
- Same level of service for Applewood.
- Service hours/frequency of existing 45 is maintained.
- Still 15 minutes in rush hour
- TOO MANY short routes designed just to feed the station. Combine and continue out the otherside.