

B-LINE COMMENTS
(received by ADRA)

Everybody wants transit improvements – but I don't think they want this.

They say B-Lines are fast and reliable. I'd settle for my current bus being reliable and don't see why we have to have a B-Line to get that.

I would like to see the evidence that proves this reduces the need for employee and customer parking in the business districts.

How has has a desire for better bus service been interpreted as a desire for this option?

I question the "strong support" for a B-Line. Compared to what?

How could you get "strong support" for the B-Line before we had any information how it would be implemented? I think when people learn two lanes on Marine will become bus lanes the "support" will vanish.

There are few complaints about transit service in the Marine Drive Corridor, but many about North-South service and other areas including Horseshoe Bay, Schools, Caulfield Village, UBC, Special Events (sporting & musical events etc.)

The B-Line appears to bypass local businesses rather than deliver passengers to local business areas.

Is a large articulated bus really needed? There seems to be preference for more, smaller buses on a larger variety of routes.

Is this the best way to spend money on Transit improvements?

Public information about this proposal is lacking or misdirected. Major traffic changes (i.e. designated two lanes for buses on Marine Drive) have been buried under by what is appears as a mere good-news announcement of a new transit service. Many people I have spoken to are completely unaware of these changes.

I'd rather the money go to the service hours and reliability of my current bus.

B-Line seems to be one-size fits all approach that doesn't seem to fit W.V.