

## B-LINE QUESTIONS

- 1) How was a B-Line on this route determined to be viable?
  - 1a) Where is the information showing B-Line is more advantageous than increasing service and reliability of existing routes?
  - 1b) Where is the information showing the B-Line is more advantageous to implementing new routes in under- or un-served areas of West Vancouver?
- 2) Initial B-Line proposals have been rejected. Who did this and how? (please provide criteria used)
- 3) Can this current B-Line proposal be rejected? By who and how? (please provide criteria)
- 4) What other options do we have to this specific B-Line Proposal?
- 5) What are the current ridership numbers on this proposed route, and specifically the portion between Park Royal and Dundarave?
  - 5a) How does this compare to the ridership of WV passengers destined for downtown?
  - 5b) Where, how many times and on what routes are passengers unable to board a bus on this proposed route? (Full bus)
  - 5c) Where, how many times and on what routes must passengers stand on this proposed route? (Age friendly issue)
- 6) What are the projected ridership numbers on this proposed route, and specifically the portion between Park Royal and Dundarave?
  - 6a) What rationale concluded these numbers? How may we view the study and findings?
- 7) How many parking spots will be removed to accommodate new bus stops, turning lanes, etc.?
- 8) What measures are being taken to ensure small business viability? (compensation for loss of parking in commercial area, traffic access to businesses, etc.)
- 9) What measures are being taken to improve pedestrian safety? In crosswalks? (increase of turning vehicles) On sidewalks? At bus stops? On nearby roads/routes where vehicles may detour?
- 10) What measures are being taken to prevent traffic from being pushed into surrounding neighbourhoods?

10a) What are the projections for increased traffic on nearby routes such as Bellevue, Fulton, Keith, 11<sup>th</sup>, local alleys, etc.

10b) Do you have current data to compare actual changes to?

10c) What are the current LOS (Levels of Service) at the controlled intersections on this route? Specifically, the LOS data on when and how often does a vehicle take more than one light cycle to proceed through an intersection?

11) How will a B-Line bus overtake a regular bus – one that has more frequent stops - in the dedicated lane?

12) How and where will a large B-Line bus turn around in Dunderave?

13) What measures has the district taken to mitigate (private vehicle) driving demand? How successful are these? How have they been measured?

14) The B-Line proposes digital service announcements at bus stops. Why cannot this be implemented at all stops?

15) Park Royal has been described as a “transit hub” but it is merely a bus stop, and often unable to accommodate current bus traffic. Why wasn’t a viable transit hub a condition of the recent “White Spot” redevelopment as citizens had suggested?

16) Is it true that there are plans to remove the Park-and-Ride at the Phibbs Exchange?

16a) What Park-and-Ride facilities are planned or available for the route?

17) Is it true there are no plans to provide washrooms at the Phibbs Exchange?

18) If B-Line ridership proves to be modest, will the service be discontinued?

18a) What alternate service will be implemented if the B-Line is discontinued?

18b) What will be the net cost to WV if the B-Line is discontinued?

19) Why has there been no B-Line “town hall” type meeting where residents may receive the same information at the same time and hear the questions and answers of others? (Note this can be an age friendly format – sound amplification for hearing impaired, large projected images for visually impaired, seats for mobility impaired, a written record for those unable to attend, etc.)

19a) Can we have a “town hall” type meeting on the B-Line?

20) What are the next steps regarding the B-Line and how may the public participate?

20a) What level of engagement will the district use for B-Line?