



Public Works & Transportation Committee

Date: Tuesday, December 11th, 2001

Place: Council Chambers
Richmond City Hall

Present: Councillor Lyn Greenhill, Chair
Councillor Kiichi Kumagai, Vice-Chair
Councillor Linda Barnes
Councillor Evelina Halsey-Brandt
Councillor Rob Howard
Mayor Malcolm Brodie

Also Present: Councillor Sue Halsey-Brandt
Councillor Bill McNulty
Councillor Harold Steves

Call to Order: The Chair called the meeting to order at 7:00 p.m.

1. **TRANSIT AND TRAFFIC-RELATED ISSUES, INCLUDING NO. 3 ROAD TRAFFIC CONDITIONS AND THE #98 B-LINE SERVICE**

(1) Presentation by staff.

The Manager, Transportation Planning, Victor Wei, provided an overview of transit service and traffic conditions in the City. A copy of the PowerPoint presentation is attached as Schedule A and forms part of these minutes.

Mr. Glen Leicester, Manager, Implementation Planning, TransLink, reviewed the preliminary findings of the Richmond Transit Review. A copy of his submission is attached as Schedule B and forms part of these minutes.

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(2) *Public comments.*

Mr. Joseph Choy, of Richmond Snooker City, 3311 No. 3 Road, stated that the construction of the #98B line had had a negative impact on his business because of the lack of direct northbound access to his property. He asked that 'u-turns' be permitted to allow patrons to access his property.

Patrice Lane, 8231 Granville Avenue, representing residents and business owners in the area of Buswell Street, Anderson Road and Granville Avenue, complained about the noise from idling buses, squealing brakes, air pollution, etc., which residents were having to endure as a result of the turn-around established for the #98B line route. She questioned whether the City would work with TransLink to resolve the situation. In response to questions, Ms. Lane elaborated on the problems being experienced. She questioned the future of the turn-around, based on the recommendation of Mr. Leicester that the #98B line route be extended to Steveston Highway. She was advised that the extension would only involve peak hour service.

Mr. Branco Kump, a resident for over 30 years, stated that he liked the appearance of No. 3 Road and thought that it 'worked well'; however, he suggested that the dedicated bus lanes should be changed to high occupancy lanes, as this might improve motor vehicle traffic. He also suggested that the signage could be improved.

Anna Bloomfield, written submission, attached as Schedule C and forming part of these minutes.

Gary Cohen, representing the Chamber of Commerce, written submission, attached as Schedule D and forming part of these minutes. In response to a question from Cllr. Kumagai, Mr. Cohen advised that the Chamber would be willing to work with the City on transit issues.

Mr. Mike Bryan, Richmond transit user, spoke about his experiences in using the #98B line, and the reduction in service since the implementation of the system. He spoke about the convenient, direct service which had been provided by express buses, and suggested that this former service should be used as a starting point to build a system which would transport commuters quickly into Vancouver.

Mr. John Kennett, written submission, attached as Schedule E and forming part of these minutes

Mr. Ken Lam, suggested that the traffic lights on No. 3 Road be synchronized, and that left and right turns be eliminated to speed up the flow of traffic. He also questioned the need for so many traffic lights at certain intersections as they created confusion for motorists, especially those from outside Richmond.

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Mr. Lam also suggested that a time line be set to address these issues. He also stated that sidewalks should be constructed on both sides Alderbridge Way to Kwantlen College to provide safety for students walking in this area.

Ellen Torson, stated that many of her concerns had been addressed; that she was pleased with the beauty of No. 3 Road; and that she had been spoiled as a park & ride user. Ms. Torson voiced concern about the lack of shelter provided by the new bus shelters, and questioned whether the shelters could be redesigned to eliminate the gaps. She also questioned whether transit buses could re-routed down Howe Street in Vancouver, and whether the transit drivers could adjust their speed to go with the flow of traffic.

Theresa Head, spoke about the inadequacy of the HandyDart service in Richmond, especially during the evening hours. She questioned why the HandyDart service was not provided beyond 9:00 p.m., especially when surrounding municipalities had extended hours. In response to questions, she indicated that she was aware that all buses in Richmond were 100% accessible, but stated that she felt safer using HandyDart.

Jose Gonzales, representing City Centre Community Association, written submission, attached as Schedule F and forming part of these minutes.

Nick Lum, a Vancouver resident working in Richmond, spoke in support of the #98B line service. He stated that to him, the biggest problem was driveway congestion. Mr. Lum added that he would like to see a Richmond Centre to Metrotown service implemented. He also stated that night transit service into Vancouver was inadequate, and should be connected to a highspeed trolley service or Skytrain. Mr. Lum referred to the pedestrian crosswalk at Buswell Street and Granville Avenue, and suggested that the duration of the lights should be longer; and enforcement increased. As well, he stated that enforcement should be stepped up in the area of the Moray Channel Bridge to deal with queue jumpers using the 'buses only' lane.

Bob Cowan, a Richmond resident, representing Vancouver International Airport Authority, and a former member of the rapid transit public advisory committee, spoke about the #98B line and the slowness of the service provided. He provided information on the results of the public information meetings held by the Rapid Transit Advisory Committee – indicating that #98B line provided better service to the airport, however, return trips from the downtown area were longer.

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Mr. Cowan stated that from an airport point of view, the level of service had improved substantially. He added that public houses would be held at the airport, and that the airport authority would do its part to advertise the new transit service. Mr. Cowan concluded by indicating that alternate bus routes were required into Vancouver and a rapid transit system constructed.

George Pope, suggested that an on-going committee be established which would determine accountability with TransLink for Richmond. He stated that the committee should be based on demographics, and comprised of transit users, operators, business people, representatives of the Chamber Of Commerce, the disabled, seniors, and youth.

Andy Kurkiewicz, a transit driver; stated that the #98B line had only become fully operational in the past week. He advised that drivers, as well as passengers, were aware of the problems; and that now that the route was running, were hopeful that the problems would be resolved. Mr. Kurkiewicz stated that better service should be provided between stations; that two routes should travel up Oak Street and alternate routes provided. He added that the issues should be addressed from all angles as cars, buses, people, bicyclists all had to move. Mr. Kurkiewicz expressed his appreciation with the consultation process. He added that drivers required capacity and accessibility on the roads to provide service to the commuters. In conclusion, he stated that there should be constant monitoring of the #98B line.

Frederick Chan, manager of Parker Place; provided information on complaints from merchants and customers about traffic congestion in the area of No. 3 Road and Hazelbridge way. He stated that it was difficult to exit the mall parking lot during peak and weekend hours, and to find parking. He suggested that the situation could be even worse during reconstruction of the Aberdeen Shopping Centre. He asked that steps be taken to improve traffic conditions and to increase the parking facilities in the area.

Aaron Leung, representing Yohan, Parker Place and Empire Place, spoke about construction of the #98B line and the inability of southbound traffic to turn left into these shopping centres. He also stated that pedestrians should be given more time to cross No. 3 Road; and that he supported the mini-bus program. He expressed concern about safety issues at the intersections which connected with the #98B line; and asked about whether stop signs would be erected along Hazelbridge Way after completion of the realignment. In response, information was provided by staff on the realignment of Hazelbridge Way and the traffic improvements which would be included.

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Darryl Hogue addressed the following issues: accessibility on transit buses; the timing of No. 3 Road pedestrian crossing which he felt was too short; the traffic signals on the outside lanes were red while the middle lane was green which was disconcerting to pedestrians crossing the street; an insufficient number of accessible buses travelling into Richmond; and the No. 3 Road and Cook Road bus station had a high wall and shrubs which caused visibility problems for pedestrians waiting on Cook Road. He stated that improvements were needed to enhance the provision of transit information from the transit information telephone line; that the sidewalk on the south side of Granville Avenue was dangerous because of broken concrete; and the curbs on Buswell Street did not permit wheelchair access.

Mr. Hogue stated that at one time, people in wheelchairs were given instructions on how to enter and leave accessible buses, and he suggested that this service should be reinstated, as he felt it would help to reduce delays at bus stops. He also spoke about Handydart, noting that it did not connect with Skytrain or to other municipalities; that user rates were expensive for those with limited budgets and a rate for frequent users might be an option; that night service was inadequate; and voicing the opinion that Handydart transit drivers tried to make the schedule convenient for them and not the users. He also stated that there were not sufficient wheelchair accessible stops provided on main roads in Richmond.

Mr. Jamie Pattenaude, a bus driver on the #98B line expressed concern that the transit drivers were not being asked about the problems occurring with the route. He suggested that improvements were needed to the traffic signals, such as synchronization; and that signs along No. 3 Road should be consistent with the Airport Station signs, which more easily understood. He stated that to maintain service, drivers could not wait if pedestrians were not at the stop. He added that traffic congestion in Vancouver was a problem, especially the lack of enforcement of the HOV lanes along Granville Street in Vancouver, and he questioned the rationale of planning bus routes over the Arthur Laing Bridge. A brief discussion ensued, during which Mr. Leicester provided information on steps which had been taken to address the enforcement issues on Granville Street.

The Chair thanked everyone for their attendance, and suggested that if there were additional comments which people wished to make, that they fill out the comment forms which were available outside the Council Chambers.

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ADJOURNMENT

It was moved and seconded
That the meeting adjourn (9:05 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Public Works & Transportation Committee of the Council of the City of Richmond held on Tuesday, December 11th, 2001.

Councillor Lyn Greenhill
Chair

Fran J. Ashton
Executive Assistant

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Transit Service and Traffic Conditions



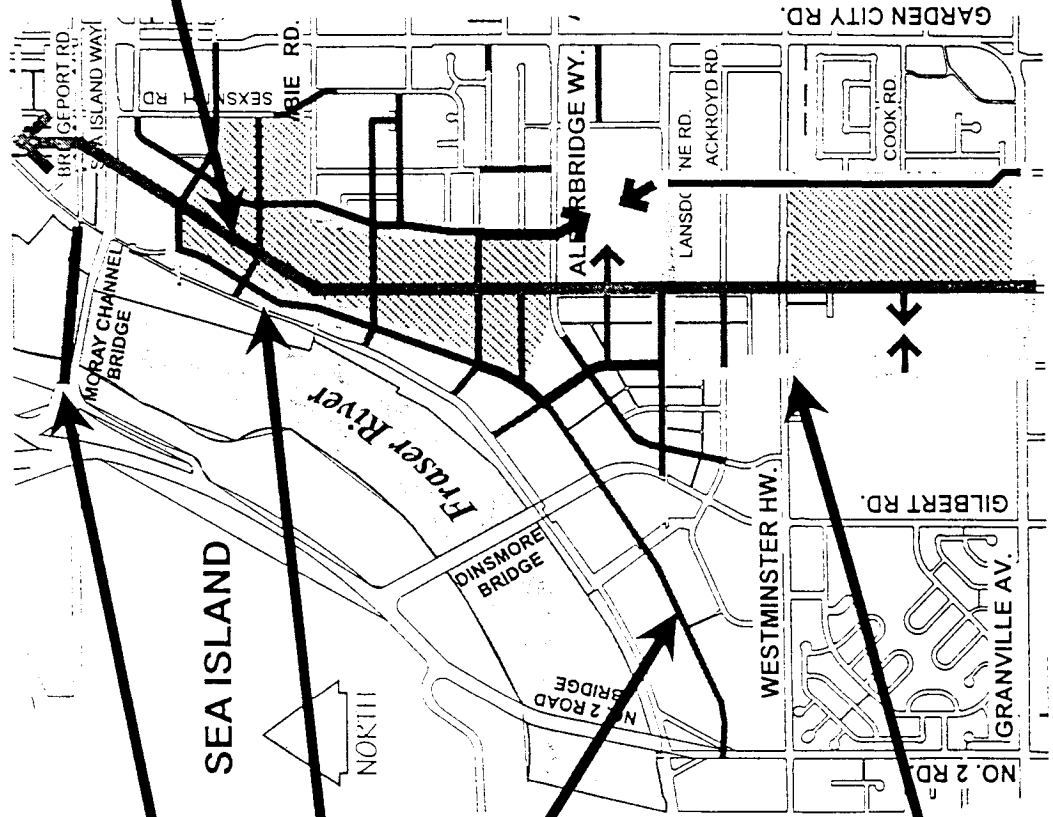
City Centre Transportation Plan

Background

- Our city is growing @ 3-4% per year
- In City Centre -28,000 people today, 60,000 people 10-20 years
 - 33,000 jobs today, 48,000 jobs 10-20 years
- Second largest retail centre in the region
- *City Centre Land Use Plan* - adopted 1995
- *City Centre Transportation Plan* - adopted 1997
 - roads, transit, pedestrians, cycling, parking

City Centre Transportation Plan

Long-Term Road Network



Airport Connector Project

North Loop Road

New 4-lane road parallel to No. 3 Road via CPR

North & South Loop Road connections

South Loop Road

Designated No. 3 Road corridor for rapid transit

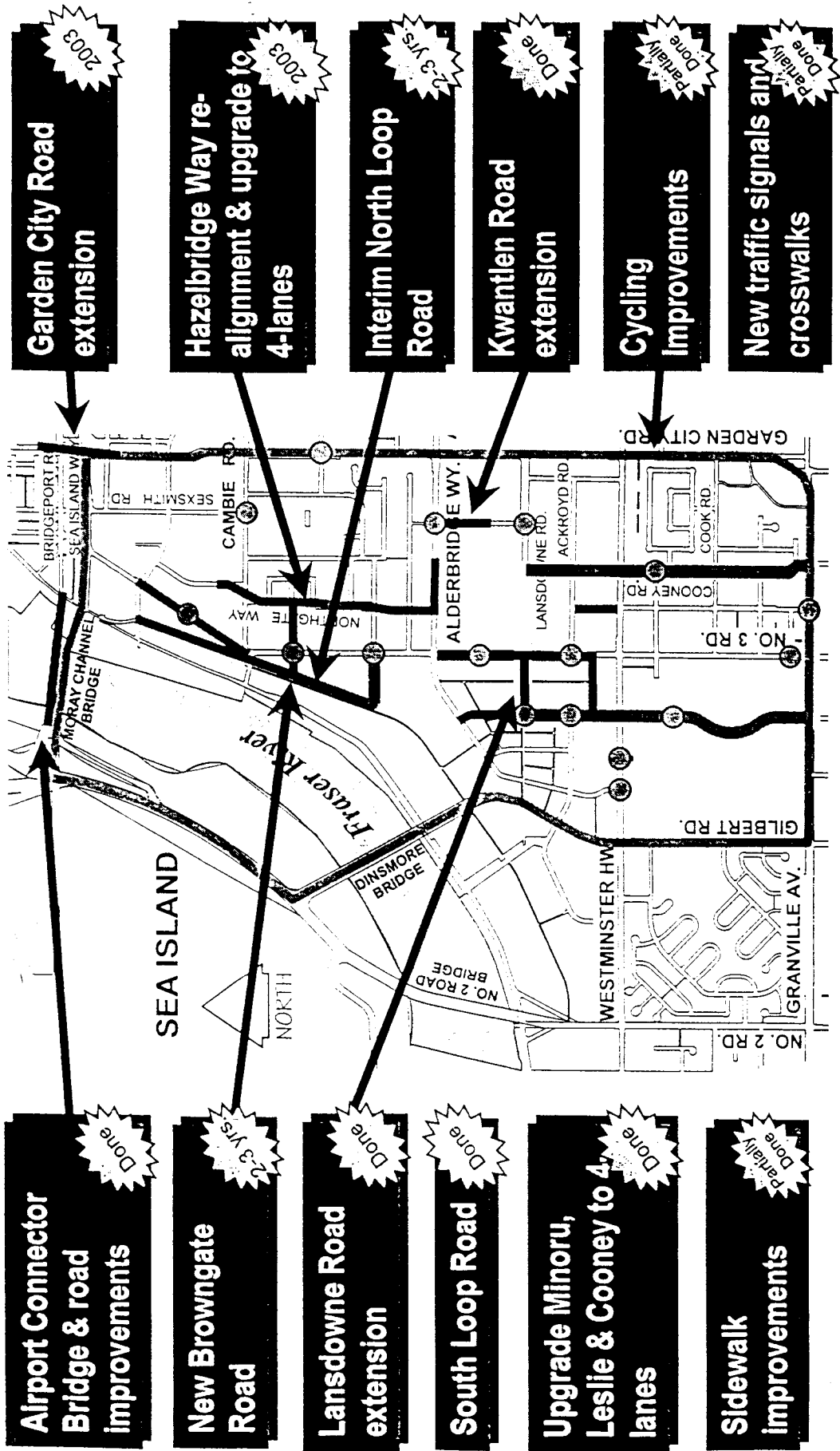
New or upgraded 4-lane streets
 •Alderbridge Way
 •Capstan Way
 •Hazelbridge Way

City Centre parking management

New roads to create shorter city blocks

City Centre Transportation Plan

Short Term Road Improvements



TransLink
Richmond Transit Review
Preliminary Findings

Glen Leicester
Manager, Implementation Planning
TransLink



Background

- New transit services introduced after many years of planning (Rapid Bus and Area Transit Plan)
- Transit changes included:
 - Introduction of bus rapid transit route (#98 B-Line)
 - Dedicated bus lanes on No. 3 Road
 - Improved local service within Richmond
 - Peak period express buses South and West Richmond

Richmond Transit Review

- Review includes:
 - B-Line
 - Express routes
 - Local service
- Process has included discussions with:
 - Customers and key stakeholders
 - CMBC management and employees
 - Richmond PWT Committee and staff

Preliminary Findings

- B-Line
 - Travel times and reliability have not met targets yet
 - Peak period crowding of buses
 - Service to Sexsmith P&R, Garden City and Oak St.
- Express and UBC
 - Vancouver route and stops make service less direct
- Local Service
 - Co-ordination/ transfers with B-Line

Possible Improvements

- Peak Period commuters:
 - Improve B-Line travel times and reliability (signal timings and priority, HOV enforcement)
 - Extend B-Line route in peak hours to serve No Three Rd and Steveston Highway (eliminate transfer)
 - Add two new express routes via Sexsmith P&R, Oak St to Vancouver (combined every 10-15 minutes)
 - Revise downtown Vancouver routes for express buses

New Express Routes

- Added Express routes will:
 - Eliminate transfers for Two Road and Garden City Way customers (most areas will have no transfer service in peak hours)
 - Restore direct service to Sexsmith P&R
 - Provide direct service to Oak Street corridor
 - Reduce overcrowding on B-Line
 - Provide alternatives for customers

Possible Improvements

- Off Peak times:
 - Improve B-Line travel times and reliability (signal timings and priority, HOV enforcement)
 - Re-schedule local buses to ensure better co-ordination and connections with B-Line in Richmond
 - Review stops and routes at Richmond City Centre

Process

- Complete consultation and finalize recommendations for changes
- Determine 2002 budget implications and implementation schedule
- Report to January 2002 TransLink Board and seek approval for recommended changes
- Implementation

Good Evening.

My name is Anna Bloomfield and I am a 20 year resident of Richmond and a regular user of the public transportation system.

First of all, I would like to take this opportunity to thank Mayor Brodie and City Council for holding this presentation tonight.

It has unfortunately been decided that we will all be paying more for transit service, although I did not agree with the planned form of taxation. Funding for public transportation should have been separated from the infrastructure, so that those that are the cause of congestion, wear and tear on our roadways, and environmental pollution would pay for it. I resent the fact that as a Transit user, I will be penalized in every aspect: raised property taxes, additional fuel tax, and higher fares. However, this has been forced upon us, so we must now ensure that we are provided with reliable, timely and appropriate service.

To that end, I am pleased that Translink, Coast Mountain Bus and the City of Richmond have been working with a committee of transit users, to address the problems that we have had to deal with since the implementation of the 98B. They have set a precedent by forming this committee, in that they are listening to the stakeholders, who are most affected by the service, or lack thereof. In my own circumstance, I have been fighting to get direct service from Richmond to the health care facilities on Oak Street in Vancouver. This service has long been ignored, and yet many health care workers, as well as patients and their families, have a distinct need. Prior to the implementation of 98B, it took most users 2 buses to travel to Oak Street, but now it takes 4, because the connection to Oak Street from the Oak Street Bridge, was eliminated. If all goes well, we will see a new route implemented in the new year. Needless to say, I am pleased with their efforts, but also cautious.

Richmond has been in the strangle hold of Vancouver for too long, particularly when it comes to route planning. If we are going to pay our share to Translink, we must be assured a voice. I am concerned that we will not have that voice in the new year, as Richmond may not hold a seat on the Translink Board. What say will we have in transit decisions then?

I would like an assurance from Translink that we will receive our fair share of the service, including priority for the promised Rapid Transit, despite our lack of representation on the Translink board.

Thank you.

The Richmond Chamber of Commerce knows that a properly planned and financed transportation system is one of the keys to a healthy and prosperous community. The City of Richmond has done its best to develop a road system to meet the demands of rapid growth in the residential and business sectors.

On transit issues we offer only observations and questions in the areas of convenience, efficiency and performance.

A. In respect to the B98 Line we ask:

1. Has the frequency of service increased ?
2. Is the service between the city centres of Richmond and Vancouver as quick as the express service which has been discontinued. Is this important to the transit rider?
3. What is the ridership on the B98 Line and how does this compare to the most recent projections both in numbers and recovery of operating costs.
4. How well is the park and ride system operating with the B98 Line. Is there loss of transit riders because of connection difficulties?

B. On Transit Services we ask:

1. What is the status of the promised and improved transit services from the south west region of Richmond and the east to west Richmond transit routes. Have households and businesses been surveyed on their views of this service and what are the results.
2. What bus services improvements have there been to the Crestwood and North Richmond industrial areas. Have businesses been surveyed on their views of this service and what are the results.

C. On #3 Road we make the following observations:

1. The traffic flow is improved as a result of the intersection movements and u-turn systems; This includes not only movement along #3 Road but east west movement across #3 Road at all the controlled intersections.
2. We look forward to the extension of the Garden City intersections at Sea Island Way and at Bridgeport. This should provide relief to the congestion at #3 Road and assist the businesses in the North Richmond Area.
3. There must be a correction of the ingress and egress to the property at the North West corner of #3 and Alderbridge Way. In addition there must be a crossing barrier on Alderbridge Way from #3 Road to Minoru to prevent left turn movements which impede traffic flow.

4. Pedestrian signals do not provide enough time to cross the intersection and should be extended in time to be more realistic.

D. The Chamber remains a strong proponent of a rapid transit system to connect with the airport , Richmond and Vancouver City Centres. We agree with the City's decision to the redevelopment of #3 Road and having the buses run down the centre. This will provide a right of way for the rapid transit system whether it be an elevated or at ground system.

E. The Chamber would like to see the City conduct a feasibility of a City Centre minibus circulatory system. This was discussed as being developed in conjunction with or as a condition of the development of the B98 Line. The Chamber ran a successful Christmas Trolley service for 3 years to encourage people to leave their car parked and shop the businesses of City Centre.

F. The Chamber encourages the City to work with the truck transport association to ensure that trucks are able to move through the City with ease, to reach their destinations with direct routes, and that road widths accommodate the turning radius of trailers.

We are here tonight to give input regarding transit, with special note to the 98 bus line express.

In recent days, I have examined this service, looking for an answer.

We have a major safety issue here and the centre bus only lane should be eliminated.

A 62 year old man was struck down ⁱⁿ by a bus on Nov 15 with three bus passengers injured; not to mention the bus drivers memories that he will carry with him the rest of his life.

Options available are all busses to the outside lanes, restricted right turn lanes between rush hours, designing special right hand turn lanes and an elaborate light system.

This is the only way to address the safety issue immediately.

I received the Richmond Review this past Sunday, on page 27 is a map of this weeks motor vehicles accidents.

4 of the 12 accidents are on number 3 Road
1 out of every 3 accidents.

8 of the 12 accidents are within a short
distance of number 3 Road.

I have purposely changed my driving pattern
to avoid number 3 Road. These accidents
just off number 3 Road ~~are~~ on routes I use

I believe the design changes made to
number 3 Road to accomodate the B-line
have caused a lot of drivers to adjust
their driving routes and moved to side
streets.

These side streets are ~~now~~ now overcrowded
beyond capacity resulting in even more
accidents.

I believe that 75% of all accidents which
occurred in Richmond this past week are
a result of the implementation of the center
lanes down number 3 Road and buses being
in the downtown core

Once the 98 B-line is moved back to the outside lane, there may be a time loss issue for the Bee line.

The best way to solve the B-line issue is to remove it from the downtown core. ~~get~~
~~to~~

A secure Park and Ride facility at Westminster Hwy and Hwy 99 or Steveston Highway and Hwy 99. Maybe both locations.

The B-line should be restricted to Hwy 99. This would cost a transit time loss of 4 minutes from the downtown core and a 7 minute time loss for the Airport Express.

However the B-line would gain 11 minutes transit time going to downtown Vancouver going North over the Oak street bridge, west on Marine and North on Shonville.

The Southbound B-line would gain 9 minutes by going south over the Arthur Lang bridge and then south on Hwy 99.

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It is most unsettling to me that Translink refuses to acknowledge that there is more to public transit than the Coast Mountain

Bus Company

I recognize there is no model for Translink to copy; but they've got to include the automobile in all of its plans; as well as other forms of public transit.

Example; the B-line express; no secure, on-line Park and Ride facility, instead we get an unsecure off-line Park and Ride: ~~no security~~.

Result: People take their cars. I will not risk my vehicle to save $\$1.75$ and lose $\frac{1}{2}$ to $\frac{4}{5}$ of my time.

Lets do it right this ~~first~~ time; build a modern privately funded/privately owned, customer friendly Park and Ride facility with secure pay parking after 12 hours. Amenities could include a restaurant, convenience store and gas bar.

Use the automobile as a tool to get people on the bus; thus reducing bus fares.

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Translink's present plan for the B-line on Granville in Vancouver is going to create more problems.

Translink's proposition to co-ordinate all the lights down Granville for each B-line bus will create grid lock for east and west bound traffic on Broadway, King Edward, and 16, 41, 49th Avenue. This will have a devastating effect on U.B.C. traffic.

Translink has to realize public transit is not the Coast Mountain Bus Company.

Public transit is all 25 bus companies operating within the G.V.R.D.

Public transit is all 16 cab companies operating within the G.V.R.D.

Public transit is van pooling, car pooling, mini bus services, the free shuttle busses to the airport, the handy dart system, tour busses and most important the automobile.

Translink must be restructured as a toothless entity whose mandate is to propose transportation solutions to each local municipality; using all forms of public transportation, not just the Coast Mountain Bus Company.

Translink should have no assets. Paper contracts are all it should possess.

Public transit must compete with the automobile and that is done by reducing costs to the commuter by improving service and having a whole new attitude within its present budget.

To achieve a cost effective efficient network Translink must be forced out of the business of building roads and bridges. Translinks must not be allowed to purchase equipment.

Private companies and individual municipalities must be the force determining the needs and wants of every local commuter.

~~I don't think I have to remind anyone that Translink just paid 80,000 each for \$9,000 bus shelters.~~

Ford has announced ¹⁷⁸ that it will begin producing commercial fuel cell vehicles in 2003. Fuel cell bus chassis will probably begin production in 2004 and here is Translink out buying \$240,000 Diesel buses

that will become redundant in about 3 years, and the operational costs are going to sky rocket, not to mention the value of these buses will decline significantly.

It has been proven time and time again that micro systems are always the most cost effective and production efficient. This applies to the manufacturing sector as well as transportation; why not Translink.

Micro systems are then blended to retain these efficiencies.

It is my estimate that we can reduce costs by 39% per year over the next 10 years if we defang and de-claw Translink.

I purposely ~~left~~ these ads from Translink dating back to December 98 or 99

There is no mention of home owner tax as the fuel tax was pegged at 4¢ per litre, it is now 9¢ per litre. There would be no mention of a vehicle levy until after 2001.

This plan was to take us to the year 2009

In summary Translink has failed the people badly; shown little or no regard for the terms for which they agreed to, and has created a transportation nightmare here in Richmond.

I say no to the latest tax grab, lets nip this in the bud now. The very fact Translink refused to accept a sunset clause tells me, this is just the beginning of overtake.

For those wondering how the B-line could get over the Old Street Bridge during the morning rush hour; do what they did to the King Gate bridge and make the far ^{center} ~~right~~ lane a turn right lane only and the southbound center lane becomes Northbound between 6³⁰ - 9³⁰ AM.

December 10, 2001
José Gonzalez
Richmond City Centre Community Association
#140 – 8279 Saba Road
Richmond, B.C. V6Y 4B6

Public Works and Transportation Committee
City of Richmond
6911 No. 3 Road
Richmond, British Columbia V6Y 2C1

Dear Committee Members,

I would like to express Richmond City Centre Community Association's (RCCCA) support for the vision described in Richmond's City Centre Transportation Plan, and provide comments on Richmond's road network and traffic.

Road congestion continues to be a major issue in City Centre. The City Centre Transportation Plan provides several elements to alleviate congestion. Implementation of these should be a priority. Specifically:

- The two loop roads should be the top priority to enable through-traffic to bypass Number 3 Road. Improvements to-date have helped, but why not make Cooney four lanes South of Cook?
- Parking Commissions should be initiated so that they do not have to move their car when they shop at multiple malls. Parking meters should be lower priority than this "park and shop" concept.
- Garden City should be extended North to Bridgeport to alleviate traffic on Number 3 Road. Has staff examined peak traffic patterns around Number 3 Road now that the new bridge is open? There are significant bottlenecks.
- Translink should work more closely with City staff to provide assistance (including funding) to address congestion on local roads which overflow from the major road network. These major roads should not be optimized in isolation of surrounding local roads.

As the major transit improvement in Richmond in many years, the 98 B-Line service has been very disappointing. It has not lived up to the promised service levels. It is reassuring to see that today's presentation by Translink confirmed that they understand the service's problems with peak capacity, reliability, and travel time. I hope the numerous changes planned by Translink will address these problems. However, there are some issues which do not appear to have been fully addressed:

1. Access to the B-Line is inconvenient. The new local bus connections run infrequently and distant from most residences. The park and ride, which was previously heavily used is far from the B-Line route and adds significantly to travel time.

2. The B-Line route through Vancouver needs significantly better priority measures – and enforcement.
3. Bridges are now much greater bottlenecks in the service, and add dramatically to both unreliability and peak period travel time. This will be a significant issue until transit does not have to compete with cars to cross bridges during peak times.
4. The Park and Ride service proposed by Translink will be inadequate if it only operates during peak periods. Even the current shuttle service discourages riders with its limited hours of operation. A secure Park and Ride facility is needed on the B-Line route, even if that involves a small daily or monthly parking fee.
5. A City Centre circulator service should be introduced. It could use the current (under-utilized) Park and Ride to help address the parking shortage and congestion in City Centre. This would work particularly well with a Parking Commission which supports the park-and-shop concept.
6. Overall, the B-Line route is already over-capacity at peak periods. The City and Translink should emphasize rapid transit as a priority. The lead times required for this service will be significant!
7. The bus shelters are inadequate to deal with Richmond's climate.

There are some positive aspects to the B-Line changes. The greenery and design on Number 3 Road is attractive. As well, the frequency of B-Line buses during peak hours is quite good, although they often drive by full at Capstan Way during peak periods.

One final comment about the process for further changes to B-Line. Translink has not been previously appeared sensitive to the needs of Richmond residents and businesses. I would like to propose greater public accountability given the extensive further changes being proposed by Translink. Perhaps Richmond City Council could ask Translink and City staff to report back in 3 months at a public forum on the results of the road and transit improvements.

In conclusion, I wish to thank the Mayor, City Council, City Staff, and Translink for organizing the public forum, and scheduling it as an easily accessible evening event.

Sincerely,

José Gonzalez,
Representing Richmond City Centre Community Association