

ITEM 13  
MANAGER'S REPORT NO. 15  
COUNCIL MEETING Mar. 3/75

Re: Proposed Crosstown Bus Service between South Burnaby and South Vancouver  
a. Letter dated February 21, 1975 from Mr. Victor J. Parker, Director of Transit  
b. Letter from The Honourable James G. Lorimer that appeared on the February 24, 1975 meeting of Council (Item 4a)

The subject correspondence concerns a proposed crosstown bus service between South Burnaby and South Vancouver which is scheduled to commence on March 21, 1975. Following is a report from the Director of Planning, and attached is a report from the Municipal Engineer on this matter.

RECOMMENDATIONS:

1. THAT Council approve the proposed bus service as outlined in the correspondence from the Director of Transit and Mr. D.J. Walker of the B.C. Hydro & Power Authority; and
2. THAT copies of this report be sent to The Honourable James G. Lorimer, Mr. Victor J. Parker and Mr. D.J. Walker.

\* \* \* \* \*

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
RE: NEW BUS SERVICE ON IMPERIAL AVENUE

PLANNING DEPARTMENT  
FEBRUARY 27, 1975

For some time now the possibility of a 49th Avenue local bus route has been proposed. Recently agreement has been reached between the Bureau of Transit Services and Vancouver City on the routing for this 49th Avenue service between U.B.C. at its western limit to Imperial Street in Burnaby.

In discussions with the Planning and Engineering Departments, the B.C. Hydro and the Bureau of Transit Services have reached mutual agreement on the route to be followed in Burnaby, which is: eastwards on Imperial to Nelson, and then via a loop around on the south side of Kingsway by travelling on Imperial to Nelson, then via Nelson (northwards), Kingsway (eastwards), Marlborough (southwards), Bennett (westwards), and then rejoining the route on Nelson.

While operational considerations, such as bus stop locations, will be reported to Council by the Engineering Department, the Planning Department would advise that the route is consistent with planning objectives for this area of south-west Burnaby. The proposed route location on Imperial will, in fact, operate along the southern boundary of the regional town site proposed for the area immediately east of Central Park and on the north side of Imperial Avenue. To this extent the new service would provide transportation in support of the proposed land use.

The terminal loop for this service at Nelson/Kingsway, Marlborough/Bennett provides overlap to those bus services already using Kingsway (#'s 53, 55) and Nelson (#'s 30, 52, 54).

In summary, the Planning Department supports the introduction of this new bus route on Imperial Avenue, as detailed in the letter from the Minister of Municipal Affairs, dated February 5, 1975 and placed before Council at their meeting of February 24, 1975.

  
A. L. Parr  
DIRECTOR OF PLANNING

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TO: MUNICIPAL MANAGER

FEBRUARY 27, 1975

FROM: MUNICIPAL ENGINEER

RE: PROPOSED 49 - FORTY NINTH TRANSIT SERVICE

Attached please find a letter of application for approval of the proposed (49) Forty Ninth Transit Route and required bus stop and zone locations.

The route has been checked out by both the Planning Department (separate report) and the Engineering Department. From the Engineering standpoint we would advise that the routing is confined to existing through routes whose streets have been improved to their final curb standards.

The bus stops and zones as listed in the attachments have been checked in the field and, in our opinion, meet all Municipal requirements. Bus stop posting is the responsibility of the B. C. Hydro while the signing of bus zones is the responsibility of the Municipality.

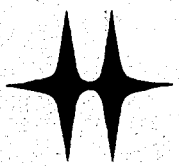
RECOMMENDATION:

1. THAT the proposed bus route and stop locations as outlined on the submitted attachments be approved.
2. THAT the B. C. Hydro be notified.

WB:lh  
Att.

  
MUNICIPAL ENGINEER

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**BRITISH COLUMBIA HYDRO AND POWER AUTHORITY**

RECEIVED IN  
 ENGINEERING DEPT.

949 West 41st Avenue  
 Vancouver, B.C. V5Z 2N5

FEB 25 1975

REFER TO	NOTED	DATE
HB		
ACTION BY		

21 February 1975

Mr. H. Bacon  
 Traffic Supervisor  
 Engineering Department  
 The Corporation of Burnaby  
 Municipal Hall  
 4949 Canada Way  
 Burnaby, B.C.

Dear Mr. Bacon:

Proposed 49-Forty Ninth Transit Service

Outlined by attachment and further defined by the enclosed Bus Route and Stop Plan are the arrangements and requirements developed for the proposed 49-Forty Ninth transit service.

This new east-west service is designed to link activity centres in Burnaby such as Simpson Sears and Central Park with notable focal point in Vancouver like Champlain Mall, Langara City College and continuing through to the University of British Columbia. Frequency of service has been developed using half hour headways in the base and fifteen minute headways during rush hours.

Should you have any questions or comments regarding these proposed arrangements please call.

Yours very truly,

D.J. Walker  
 Transit Planning Section  
 Transportation Division

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49 FORTY NINTH TRANSIT SERVICEA) Tentative Implementation Date

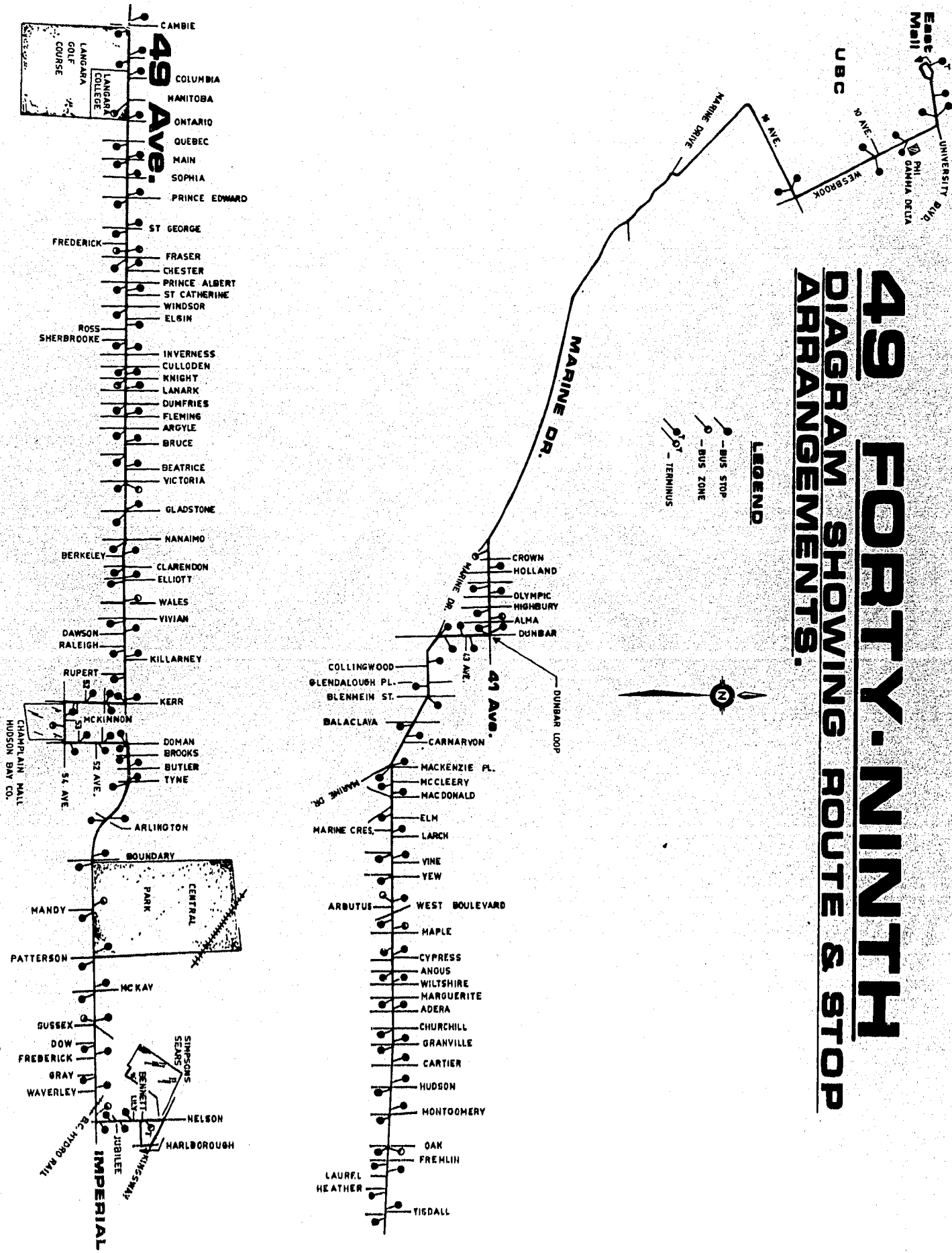
Friday, 21 March 1975, however this date is not firm as further delays may be incurred due to equipment shortages.

B) Bus Stop Locations

- 1) Northbound Nelson farside Bennett - Existing Bus Zone Terminus & Recovery Point
- 2) Southbound Nelson farside Lily
- 3) Northbound Nelson farside Jubilee - Existing Bus Stop
- 4) Southbound Nelson farside Jubilee - Existing Bus Stop
- 5) Northbound Nelson farside Imperial - Existing Bus Stop
- 6) Westbound Imperial farside Nelson
- 7) Westbound Imperial farside Waverley
- 8) Eastbound Imperial farside Gray
- 9) Westbound Imperial farside Frederick
- 10) Eastbound Imperial farside Dow
- 11) Westbound Imperial farside Sussex - Existing Bus Stop
- 12) Eastbound Imperial nearside Sussex - Existing Bus Zone
- 13) Eastbound Imperial farside McKay
- 14) Westbound Imperial farside McKay
- 15) Eastbound Imperial farside Patterson
- 16) Westbound Imperial farside Patterson
- 17) Eastbound Imperial farside Mandy
- 18) Westbound Imperial farside Mandy
- 19) Eastbound Imperial farside Boundary

C) Requirements

- i) Bus Zones - Westbound Imperial farside Mandy 85' bus zone required.
  - Westbound Imperial farside Nelson 70' bus zone required farside driveway immediately west of Nelson.
- ii) Extend the bus zone located northbound on Nelson farside Bennett by an additional 45'.



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