

Re: LETTER DATED JULY 14, 1976 FROM DORIS HARTLEY  
2746 EAST 48th AVENUE, VANCOUVER  
#49 BUS AT SIMPSON-SEARS

ITEM 21  
MANAGER'S REPORT NO. 50  
COUNCIL MEETING Aug. 3/76

Appearing on the agenda for the August 3, 1976 meeting of Council is a letter from Doris Hartley regarding the #49 bus service. Following is a report from the Municipal Engineer on this matter.

On May 10, 1976, Council received a report on comments contained in a letter from Mr. Graham Walker, Co-Ordinator for the Burnaby South Information Centre, which essentially dealt with the same concerns that are expressed in the letter received from Doris Hartley. The Engineer will refer D. Hartley's letter to the B.C. Hydro Transit Authority together with a copy of the May 10th report. Included in the Engineer's referral will be specific reference to D. Hartley's comments relating to a covered walkway from the Kingsway stop to the Simpson Sears store.

Staff is now awaiting input from the Hydro Authority. When this is received, it will be evaluated and reported upon to Council. We will, at that time, in all likelihood be in a position to further advise the two correspondents of the action taken in regard to their recommendations.

RECOMMENDATIONS:

1. THAT a copy of this report, and also a copy of Item 16, Report No. 31 dated May 10, 1976, be sent to Doris Hartley.
2. THAT a copy of this report be sent to Mr. Graham Walker.

\* \* \* \* \*

22 July, 1976

TO: MUNICIPAL MANAGER  
FROM: MUNICIPAL ENGINEER  
SUBJECT: #49 BUS AT SIMPSON SEARS

Reference the submission of Doris Hartley of the Killarney Champlain citizens for action, dated 14 July, 1976.

The matter of rerouting the #49 bus to a position on Kingsway in front of Simpson Sears was the subject of a report to Council on 10 May, 1976. In that report we noted that the B.C. Hydro's Transit Planning Section had taken the request under consideration and would notify us of their decision in due course.

To date no decision has been made.

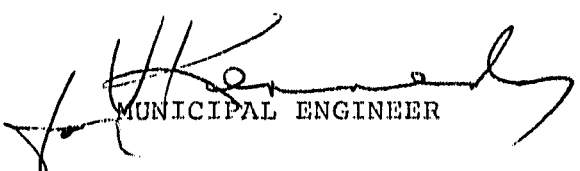
This latest request has made mention of the fact that the Kingsway stop provides a sheltered walk from the stop to the door of Simpson Sears. While we are sure the B.C. Hydro people are aware of these conditions, we will nevertheless forward a copy of Ms. Hartley's letter to their attention.

RECOMMENDATION:

THAT a copy of this report, together with our previous report of 6 May, 1976, be forwarded to Ms. Hartley.

HB:cmg

c.c. ( ) Traffic Supervisor

  
MUNICIPAL ENGINEER

ITEM	21
MANAGER'S REPORT NO.	50
COUNCIL MEETING	Aug. 3/76

ITEM	16
MANAGER'S REPORT NO.	31
COUNCIL MEETING	May 10/76

Re: LETTER FROM THE BURNABY SOUTH INFORMATION CENTRE THAT APPEARED ON  
THE AGENDA FOR THE MAY3, 1976 MEETING OF COUNCIL  
#49 BUS SERVICE

158

Appearing on last week's Agenda was a letter from Mr. Graham Walker, Co-Ordinator for the Burnaby South Information Centre, regarding the routing of #49 Bus. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATION:

1. THAT a copy of this report be sent to Mr. Graham Walker.

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TO: MUNICIPAL MANAGER 6 MAY, 1976  
FROM: MUNICIPAL ENGINEER  
RE: #49 BUS SERVICE - LETTER FROM GRAHAM WALKER  
COORDINATOR, BURNABY SOUTH INFORMATION CENTRE

Prior to the time the #49 service was put into effect, a great deal of research was carried out by B.C. Hydro & Power Authority's Transit Planning Section as to where to establish the terminal point of this service near the Nelson Avenue - Kingsway area. As this terminal point would also serve as a rest stop for the operators of the buses, suitable arrangements with private concerns had to be made with respect to the use of washroom facilities. Another major concern was to find a suitable location to park the buses where they would not interfere with traffic flow during the fifteen to twenty minute lay over.

The suggested terminal loop in Mr. Walker's letter via Kingsway, McKercher Avenue, Hazel Street, Sussex Avenue and to stop on Kingsway in front of the existing bus shelter was considered; however, suitable facilities for the bus operators could not be obtained at that time and the parked buses on Kingsway would have a severe detrimental effect on traffic flow during the rush hour periods as the parking lane is used as a travel lane during those times. (7:00 A.M. - 9:00 A.M. and 4:00 P.M. to 6:00 P.M.)

The present terminal loop was established due to the fact that one of the restaurants in the area provided facilities for the operators and a suitable bus parking zone could be established on Marlborough Avenue.

We have contacted the B.C. Hydro & Power Authority's Transit Planning Section and discussed this request for rerouting of the #49 service. They are prepared to reconsider this alternate loop; however, it is only practical from our point of view if bus bays are provided on Kingsway near the existing shelter.

B. C. Hydro's Transit Planning Section will be advising us of their decision on this request in the near future and we will submit a further report.  
NOTE: The attached sketch shows existing and requested terminal loops.

RECOMMENDATION:

THAT Mr. G. Walker be advised accordingly.

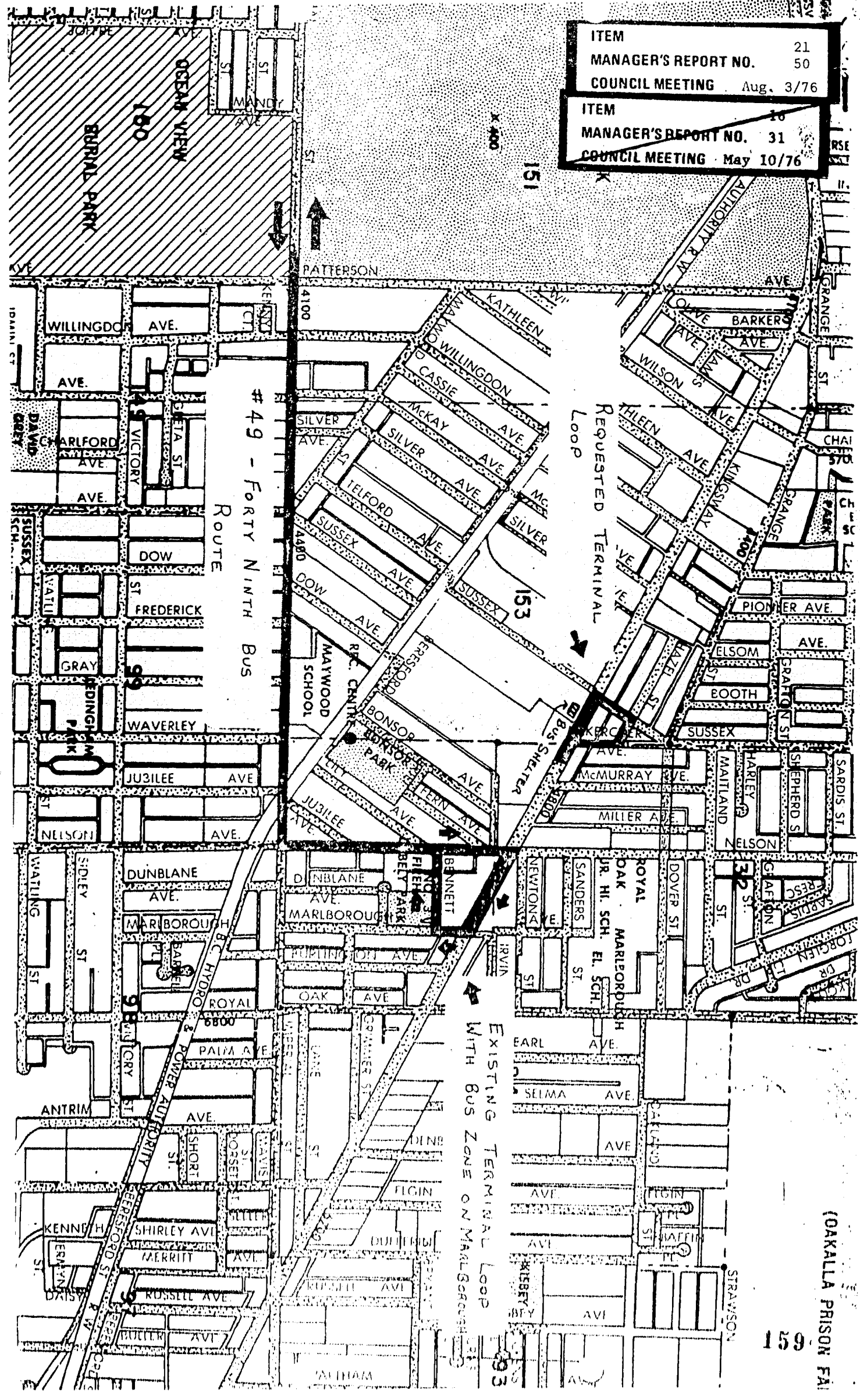
LQF:wlh  
cc: ( ) Traffic Supervisor  
Attch.

*J. Mackenzie Ross*  
MUNICIPAL ENGINEER

ITEM	21
MANAGER'S REPORT NO.	50
COUNCIL MEETING	Aug. 3/76

ITEM	10
MANAGER'S REPORT NO.	31
COUNCIL MEETING	May 10/76



# 49 - Forty Ninth Bus  
Route

REQUESTED TERMINAL  
Loop

EXISTING TERMINAL Loop  
WITH BUS ZONE ON MARLBOROUGH

OAKALLA PRISON FA

159