

ITEM	8
MANAGER'S REPORT NO.	43
COUNCIL MEETING	1979 06 18

RE: LETTER FROM MINERVA E. J. THORNE WHICH APPEARED ON THE AGENDA FOR THE
1979 JUNE 11 MEETING OF COUNCIL (Item 5m)
BUS SHELTERS

Appearing on last week's agenda was a letter from Minerva E. J. Thorne regarding bus shelters. Following is a report from the Director of Planning and the Municipal Engineer on this matter.

RECOMMENDATION:

1. THAT the recommendation of the Director of Planning and the Municipal Engineer be adopted.

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1979 JUNE 13
TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING AND MUNICIPAL ENGINEER
SUBJECT: BUS SHELTERS - CORRESPONDENCE FROM MINERVA E. J. THORNE

RECOMMENDATION:

THAT a copy of this report be sent to Minerva E.J. Thorne,
Barnet Post Office, Barnet, B. C. VOM 1E0

REPORT

Appearing on the Council Agenda of 1979 June 11 was correspondence from Minerva E. J. Thorne related to the Seaboard Bus Shelters currently being installed in the Municipality.

The following comments are in response to the issues raised:

The shelter type currently being installed is the design submitted in response to the Municipal proposal call. The other company (J.C. Decaux) which submitted a proposal had a very similar design in terms of bench size, weather protection (two sides) and shelter size.

This same shelter type is being installed in several municipalities and cities throughout the G.V.R.D. and is the only type Seaboard is producing. A few prototypes having three sides were installed in North Vancouver, but these are no longer being manufactured.

We recognize that a three sided shelter offers better protection than a two sided one and have encouraged Seaboard to add a third side; however, the company is not prepared to modify its design for one Municipality. Mr. R. Sinclair, the Seaboard representative, is prepared to appear as a delegation to discuss this matter if Council wishes.

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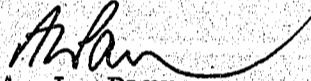
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The shelter size is adequate for most locations. A deeper shelter would not fit behind or in front of sidewalks in many instances. The NIP shelter to which this shelter is being compared has interior dimensions of 8' x 6' = 48 sq. ft. The Seaboard shelter has interior dimensions of 12' x 5' = 60 sq. ft. which offers greater coverage. Where passenger volume is large and space available, a double length shelter or two separate shelters can be provided. Such installations will be made where appropriate.

The bench length is shorter than the full width of the shelter in order that more people may be accommodated within the shelter as people take up less space standing. Some bench space was felt desirable for the elderly and infirm.

All shelters currently installed and to be installed in the future have hard surface paving under the shelter and to the curb.

Notice of the Municipal bus shelter programme has been made public. The proposal call notice was placed in three editions of the Vancouver Sun and Province newspapers; reports were submitted to Council on several occasions in publicly available Council Agendas and numerous discussions took place with interested citizens outlining the programme.


A. L. Parr
DIRECTOR OF PLANNING


E. Olson
MUNICIPAL ENGINEER

CBR/sam