

Re: BUS SHELTER PROGRAM  
(Item 16, Report No. 34, 1979 April 20)

ITEM SUPPLEMENTARY	21
MANAGER'S REPORT NO.	42
COUNCIL MEETING	1980 06 16

Following is a report from the Municipal Engineer and Director of Planning on the Municipal Bus Shelter Program.

Summary

A. Commercial Areas

1. (40) bus shelters which were approved by Council on 1979 April 30 have been installed.
2. (8) additional bus shelters are being recommended at this time for Phase II.

B. Non-Commercial Areas

1. (20) Shelter locations were approved by Council on 1979 April 30, one of which has been installed (a non-Seaboard designed shelter at Norland and Canada Way).
2. (8) additional locations are being referred to Council for consideration at this time.

RECOMMENDATION:

1. THAT the recommendations in the Municipal Engineer's and the Director of Planning's report be adopted.

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TO: MUNICIPAL MANAGER  
FROM: MUNICIPAL ENGINEER  
and  
DIRECTOR OF PLANNING  
SUBJECT: BUS SHELTER PROGRAM

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RECOMMENDATIONS:

1. THAT Council approve an additional eight locations for noncommercial bus shelters.
2. THAT Council approve for use in noncommercial areas the "Seaboard type" bus shelter with the following two modifications:
  - (a) glass panel to be substituted for the advertising panel, and
  - (b) a third sideas more specifically referred to in Section III of this report.
3. THAT Council approve the funding approach outlined in Section 4.0 of this report.
4. THAT Council authorize the staff to discuss the second phase of the commercial program with Seaboard including the eight shelter locations noted in Section 5.0 of this report and the shelter design including a third side.

REPORT

I BACKGROUND

The first phase of the commercial bus shelter program is now completed and forty commercial shelters have been installed. Additionally, one noncommercial shelter has been installed.

Council on 1980 November 14 adopted the following motion of the Transportation Committee:

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3. THAT Council authorize staff to undertake the following steps towards the implementation of the Bus Shelter Program in noncommercial areas:

- a) Pursue a cost sharing approach to Bus Shelters with the Urban Transit Authority on the understanding that a further report will be submitted to Council.
- b) Develop a list of Shelter locations to be installed as soon as possible after obtaining Urban Transit Authority cost sharing on the understanding that this list will be forwarded to Council for consideration.
- c) Study and report on alternative shelter designs for use in these areas.

This report recommends locations, a design and funding approach for bus shelters within noncommercial areas and recommends a second phase of the commercial bus shelter program.

II LOCATIONS

Manager's Report No. 34, Item 16, 1979 April 30, provided a list of recommended bus shelter locations. The list included sixty locations, twenty of which are noncommercial (refer to Table I and Map I). The priority ranking is based upon service to senior citizens, ridership, major transfer points and access to public facilities. This phase of the commercial program is completed. We continue to recommend the twenty noncommercial locations (one of which currently has a shelter).

Additionally, we have had requests from various sources to install shelters at the following noncommercial locations:

- 1. Stride at Seventeenth - Northbound, Farside
- 2. Gilmore at Kitchener - Northbound, Farside - Request from Willingdon N.I.P. Committee.
- 3. Boundary at Venables - As in #2 above.
- 4. Kingsway at Inman - Eastbound, Farside
- 5. Kingsway at Patterson - Eastbound, Farside
- 6. Burnaby General (1) - 4 stops in vicinity of hospital, currently 2 in first 20 priority for noncommercial.
- 7. MacKay at Maywood - Northbound, Farside
- 8. Imperial at Patterson (2) - Eastbound, Farside  
- Westbound, Nearside

Following an evaluation of the above listed shelter locations, it is recommended that the following be added to attached Table I:

- 61. Gilmore at Kitchener - Northbound, Farside
- 62. Imperial at Patterson - Eastbound, Farside
- 63. Imperial at Patterson - Westbound, Nearside
- 64. Kingsway at Patterson - Eastbound, Farside
- 65. MacKay at Maywood - Northbound, Farside
- 66. Kingsway at Inman - Eastbound, Farside

\*67. MacDonald at Kincaid - Southbound, Farside

\*68. Ingleton at Sunset - Northbound, Farside

\*Serve Burnaby General Hospital - When installed will result in all four bus stops having shelters.

These have been included on the attached tables and maps.

### III DESIGN

For this phase of the program we recommend using the Seaboard (Neon Products) bus shelter design with the advertising panel replaced with a glass panel and a third side included. Utilizing this design will extend the use of a uniform identifiable shelter which is in use throughout the G.V.R.D. The design is desirable in that it is visually light and simple and does not compete with other architecture; is transparent allowing vision of oncoming buses, penetration of ambient light and safety within, through surveillance; and, due to the established nature of the company and their bus shelter operation, replacement parts and new shelters will be readily available.

### IV FUNDING

The bus shelters as described above are available for the following costs based upon a purchase of approximately twenty units:

- a) \$2,870.50/shelter not installed.
- b) \$3,245.10/shelter installed.
- c) \$1,317.26/year/shelter plus Provincial Sales Tax for a lease over 60 months.
- d) \$3,870.00/shelter (installed) for purchase over a 24 month period.

The cost of shelter installation is  $\$3,245.10 - \$2,870.50 = \$374.60$ . The Municipal Engineer feels that this cost is reasonable and recommends that the shelters be obtained on an installed basis.

The Treasury Department has reviewed these options and has concluded that the purchase option is the most advantageous to the Municipality.

It is therefore recommended that the shelters be purchased and installed for \$3,245.10/shelter with funds available in the 1980 Capital Improvement Program - Bus Stop Shelters.

The B.C. Telephone Pioneers and Chevron Canada Ltd. have expressed some interest in contributing bus shelters to the Municipality. If Council authorizes the purchase of the shelters we will contact these parties to determine whether or not they are interested in participating in the program.

(cont'd)

The Urban Transit Authority budget does not include an amount for bus shelters. We have indicated to the G.V.R.D. that we wish an allocation to be made in future years. Due to the uncertainty of such funding and the desire expressed by many citizens for the rapid installation of bus shelters we recommend that the Municipality proceed with the program at this time. When the program is expanded hopefully the U.T.A. will participate.

V SECOND PHASE COMMERCIAL PROGRAM

As noted above and in past reports, the first phase of the commercial program is complete. We have received requests for commercial shelters at the following commercial locations:

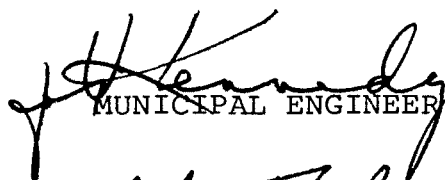
1. Kingsway at Chaffey - Actually westbound Kingsway, farside Wilson.
2. Loughheed Mall (4 shelters) - Currently proposed through agreement between Seaboard and Trizec Equities.
- \*3. Douglas between Gilmore and Carlton (2 shelters) - Eastbound Douglas, farside Gilmore and westbound Douglas farside Carlton.
- \*4. Gilmore at Hastings - Southbound, farside.
- \*5. Gilmore at Parker - Northbound, farside.
6. Canada Way at Sperling - Eastbound, farside. Serves Deer Lake Park.
7. Bennett at Marlborough - Westbound, midblock between Marlborough and Nelson - Bus lay-over stop behind Plaza 5000.
8. Kingsway at Waltham - Westbound, farside - Near Doug Drummond Manor. Previous investigation found site unsuitable. Currently being reviewed by M.T.O.C. for possible relocation that may prove suitable for shelter.

\*Requested by Willingdon N.I.P. Committee.

The above shelter locations will all be considered in a second phase of commercial shelter program although priority may vary.

We have contacted Seaboard Advertising Limited and obtained approval in principle to the extension of the program subject to detailed approval of these locations. Seaboard may wish to suggest additional locations as well. With the approval of Council we will formally approach Seaboard to obtain approval of a second phase as an extension to the current contact to be forwarded to Council for final approval and authorization to sign the agreement.

It would be desirable that these shelters have a third side and this modification will be pursued with Seaboard.

  
MUNICIPAL ENGINEER

  
DIRECTOR OF PLANNING

DE/CBR/ch  
Atts (2)

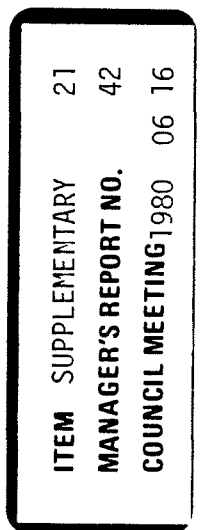
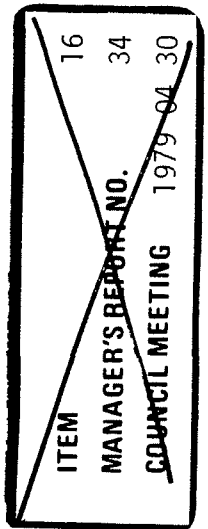
c.c. ( ) Municipal Treasurer  
( ) Traffic Supervisor

THE CORPORATION OF THE DISTRICT OF BURNABY

TABLE I  
1979 APRIL 25

BUS SHELTER LOCATIONS: (keyed to Map 1)

* 1.	WILLINGDON AT HALIFAX	S.B.,N.S.
* 2.	KINGSWAY AT NELSON	E.B.,N.S.
* 3.	KINGSWAY AT WALKER	W.B.,F.S.
* 4.	KINGSWAY AT HALL	E.B.,F.S.
* 5.	CANADA WAY AT WILLINGDON	E.B.,F.S.
* 6.	WILLINGDON AT CANADA WAY	N.B.,N.S.
* 7.	WILLINGDON AT CANADA WAY	S.B.,F.S.
* 8.	EDMONDS AT CANADA WAY	S.B.,F.S.
* 9.	EDMONDS AT CANADA WAY	N.B.,F.S.
* 10.	EDMONDS AT MARY	N.B.,F.S.
* 11.	EDMONDS AT MARY	S.B.,F.S.
* 12.	WILLINGDON AT BUCHANAN.	S.B.,N.S.
* 13.	HALIFAX AT WILLINGDON	W.B.,F.S.
* 14.	HALIFAX AT WILLINGDON	E.B.,N.S.
* 15.	KINGSWAY AT BOUNDARY	W.B.,N.S.
	16. KINGSWAY AT BOUNDARY	E.B.,F.S.
* 17.	BOUNDARY AT KINGSWAY	N.B.,F.S.
	18. CANADA WAY AT NORLAND	W.B.,F.S.
	19. CANADA WAY AT SPRUCE	W.B.,F.S.
* 20.	HASTINGS AT FELL	W.B.,F.S.
	21. BURKE AT BOUNDARY	W.B.,N.S.
* 22.	LAUREL AT SMITH	W.B.,F.S.
	23. INGLETON AT SUNSET	S.B.,F.S.
	24. KINCAID AT McDONALD	W.B.,F.S.
	25. ETON AT ESMOND	W.B.,F.S.
	26. ETON AT ESMOND	E.B.,F.S.
	27. SUSSEX AT RUMBLE	N.B.,F.S.
	28. KENSINGTON AT SPROTT	N.B.,F.S.
	29. KENSINGTON AT SPROTT	S.B.,F.S.
	30. SPROTT AT KENSINGTON	W.B.,F.S.
* 31.	WILLINGDON AT HASTINGS	S.B.,F.S.
	32. CANADA WAY AT LEDGER	W.B.,F.S.
	33. CANADA WAY AT LEDGER	E.B.,N.S.
	34. CANADA WAY AT BURRIS	W.B.,F.S.
	35. SIXTEENTH AVENUE AT CUMBERLAND	S.B.,F.S.
* 36.	KINGSWAY AT BARKER	W.B.,F.S.
* 37.	KINGSWAY AT McKAY	W.B.,F.S.
* 38.	CANADA WAY AT WILLINGDON	W.B.,N.S.
* 39.	KINGSWAY AT SALISBURY	W.B.,F.S.



Continued ...

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* 40.	SALISBURY AT KINGSWAY	N.B., F.S.
* 41.	NELSON AT NEWTON	N.B., F.S.
* 42.	KINGSWAY AT WILLINGDON	W.B., F.S.
* 43.	HASTINGS AT WILLINGDON	E.B., F.S.
* 44.	HASTINGS AT SPERLING	E.B., F.S.
* 45.	HASTINGS AT SPERLING	W.B., F.S.
* 46.	SPERLING AT HASTINGS	S.B., F.S.
	47. BURRIS AT CANADA WAY	S.B., F.S.
* 48.	EDMONDS AT LINDEN	W.B., F.S.
* 49.	BOUNDARY AT LOUGHEED	N.B., F.S.
* 50.	SIXTH STREET AT SIXTEENTH AVENUE	W.B., F.S.
	51. DUTHIE AT CURTIS	N.B., F.S.
	52. CURTIS AT DUTHIE	E.B., F.S.
	53. RIDGE AT DUTHIE	W.B., F.S.
* 54.	MARINE AT PATTERSON	W.B., F.S.
* 55.	LOUGHEED AT HOLDOM	W.B., F.S.
* 56.	BAINBRIDGE AT LOUGHEED	N.B., F.S.
* 57.	HASTINGS AT ROSSER	E.B., F.S.
* 58.	HASTINGS AT HOLDOM	W.B., F.S.
* 59.	HASTINGS AT GILMORE	E.B., F.S.
* 60.	KINGSWAY AT SPERLING	W.B., F.S.
	61. GILMORE AT KITCHENER	N.B., F.S.
	62. IMPERIAL AT PATTERSON	E.B., F.S.
	63. IMPERIAL AT PATTERSON	W.B., N.S.
	64. KINGSWAY AT PATTERSON	E.B., F.S.
	65. MacKAY AT MAYWOOD	N.B., F.S.
	66. KINGSWAY AT INMAN	E.B., F.S.
	67. MacDONALD AT KINCAID	S.B., F.S.
	68. INGLETON AT SUNSET	N.B., F.S.

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NOTES:

N.B., S.B., W.B., E.B. = North Bound, South Bound, West Bound, East Bound respectively.

F.S. = Far Side of intersection based upon travel direction.

N.S. = Near Side of intersection based upon travel direction.

\* = Seaboard, commercial shelter.

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