

RE: SPECIAL EVENT TRANSIT SERVICE FROM BURNABY TO B.C. STADIUM  
(ITEM 8, REPORT NO. 34, 1983 MAY 09)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER

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FROM: DIRECTOR ENGINEERING

SUBJECT: SPECIAL EVENT TRANSIT SERVICE FROM BURNABY TO  
B.C. PLACE STADIUM - ITEM 8, MUNICIPAL MANAGER'S  
REPORT NO. 34, 1983 MAY 09

RECOMMENDATIONS:

1. THAT Council approve the proposed Special Event Transit Service and the required new bus zone on Hastings Street west of Grove Avenue, and
2. THAT the parking restriction signing required for the zone at Hastings Street and Grove Avenue be installed by the Municipality with the changing of the sign messages the responsibility of Metro Transit, and
3. THAT the approval for the Special Event Transit Service be subject to review after several events have been held.

SUMMARY:

As the result of Council's decision to refer the captioned report back to staff, due to concerns regarding the placement of the proposed transit service within a residential area, we met with representatives of B.C. Transit and Metro Transit to review the alternatives. Although all parties are still of the opinion that the originally proposed location best meets the intent of the Special Event Transit Service we are recommending the Duthie Avenue at Pandora Street stop location be replaced by Hastings Street at Grove Avenue. Another change in the previous recommendations is that the installation of special signing required at Hastings Street and Grove Avenue will be done by the Municipality and the changing of the signs when required will be the responsibility of Metro Transit.

REPORT:

At the 1983 May 09 meeting Council considered a request from B.C. Transit to implement Special Event Transit Service for Burnaby residents. Council, in discussion of the request, expressed concern regarding one of the four proposed locations for the bus zones, i.e. Duthie Avenue at Pandora Street. The concern was that with the bus zone within a residential area there would be complaints from the residents as a result of "Park and Ride" users of the transit service.

On 83 05 16 staff met with a representative from each of B.C. Transit and Metro Transit to review the originally proposed location at Duthie Avenue and Pandora Street and to locate alternatives. The intent of the proposed special service is to provide transit service within walking distance, and/or connection with local transit service, for residential neighbourhoods. With this intent the bus zone at Duthie Avenue and Pandora Street meets this criteria; nonetheless, the possibility of transit users driving to and parking near the proposed terminus exists. When looking for alternatives the availability of on-street or off-street parking was included in the criteria.

The north side of Hastings Street west of Grove Avenue was found to meet all the criteria in that there is available on-street and off-street parking and connection to local transit service. The on-street parking is on Hastings Street adjacent the Shellburn Refinery and adjacent Kensington Park and Kensington Avenue and Hammarskjold Drive adjacent the park. The off-street parking which would be available during evenings and Sundays is at the Burnaby North High School and at the Kensington Plaza. Again we should emphasize that while this parking may be available the intent of the special event transit service is to provide either walk-on or transfer service.

On the attached sketch we have shown the area which the proposed stop at Hastings Street and Grove Avenue is intended to serve. Outside of this area residents would use either a different transit corridor, such as Loughheed Highway, or bus stops other than the terminus which will be located at major intersections or bus transfer points. Local transit service users will be able to transfer to the special service and pay only a surcharge.

Also shown on the attached sketch are some of the proposed pick-up and drop-off stops and the "return" route for those buses able to make a second trip. This return route is intended to get the buses back to either the terminus or stadium as quickly as possible. B.C. Transit expect only two or three buses per direction per event to make a return trip.

In our previous report we recommended that Metro Transit install and maintain special date and time signing for the Duthie-Pandora zone as there is an existing parking problem in the vicinity due to the neighbourhood pub. With the proposed Hastings-Grove zone there is ample on-street parking in the vicinity therefore rather than date and time signing we are considering a hinged sign that can be uncovered at least 24 hours in advance of the event. The City of Vancouver is currently investigating this type of signing for their special event zones and we may be able to acquire the needed signs from them.

The above report has only dealt with the proposed Hastings-Grove bus zone to replace the original Duthie-Pandora proposal. As the other three special event transit service termini proposed use existing bus zones internal to commercial areas, our recommendation regarding these remains the same. B.C. Transit and Metro Transit will be monitoring the effectiveness of the special event service and together with ourselves will be reviewing the service after a few events.

DE/ch  
Att.

c.c. ( ) Traffic Supervisor

  
DIRECTOR ENGINEERING

**SPECIAL EVENT TRANSIT SERVICE**

**BUS ZONE** - PROPOSED BUS ZONE

HASTINGS AT GROVE

- PICK-UP STOPS

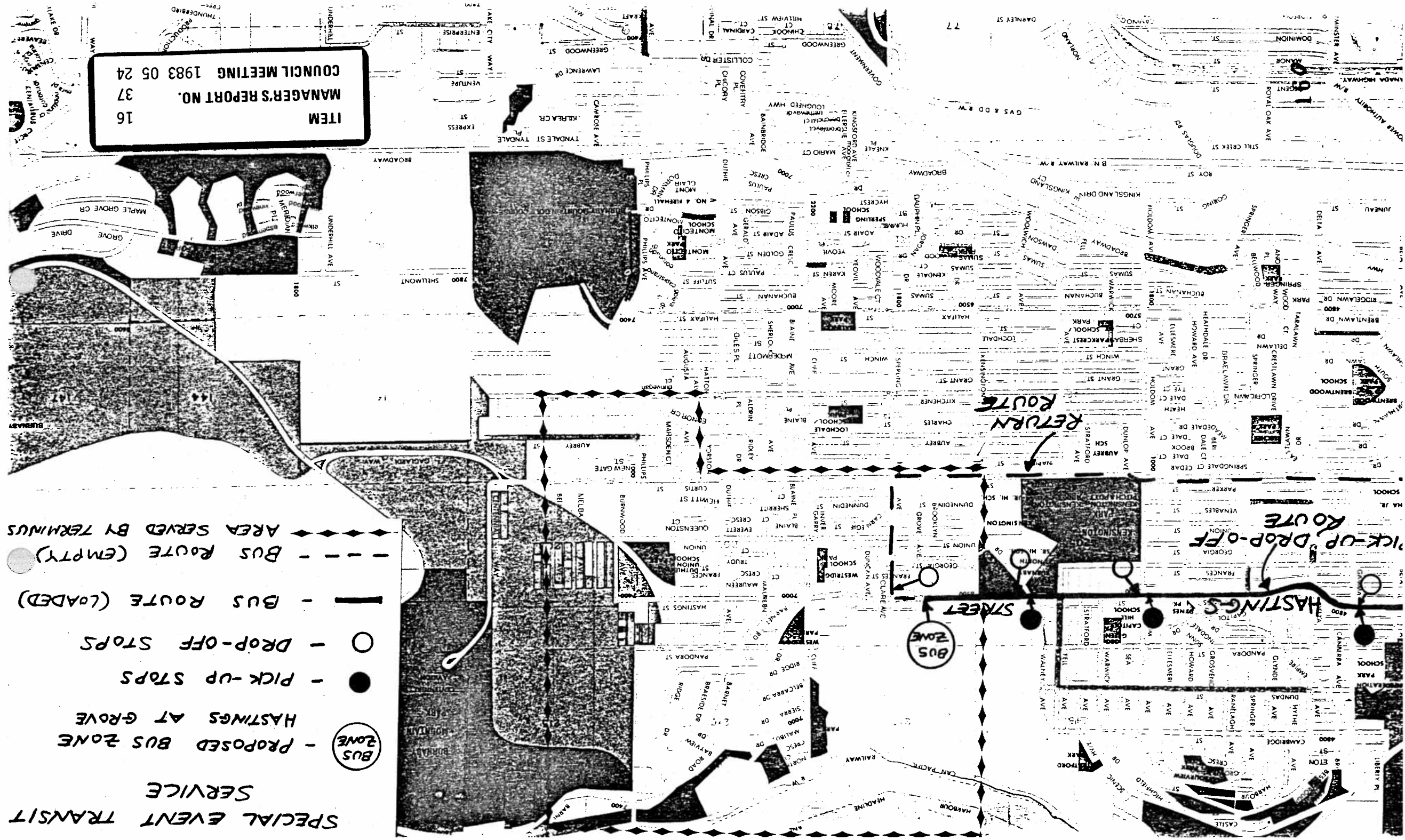
- DROP-OFF STOPS

- BUS ROUTE (LOADED)

- BUS ROUTE (EMPTY)

AREA SERVED BY TERMINUS

**ITEM**  
**MANAGER'S REPORT NO.** 37  
**COUNCIL MEETING** 1983 05 24



**BUS ZONE**

**HASTINGS STREET**

**PICK-UP/DROP-OFF ROUTE**

**RETURN ROUTE**

