

ITEM	8
MANAGER'S REPORT NO.	34
COUNCIL MEETING	1983 05 09

RE: SPECIAL EVENT TRANSIT SERVICE FROM BURNABY TO B C PLACE STADIUM

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

\* \* \* \* \*

TO: MUNICIPAL MANAGER 83 05 04

FROM: DIRECTOR ENGINEERING

SUBJECT: SPECIAL EVENT TRANSIT SERVICE FROM BURNABY TO  
B.C. PLACE STADIUM

RECOMMENDATIONS:

1. THAT Council approve the proposed Special Event Transit Service and the required new bus zone at Duthie Avenue and Pandora Street, and
2. THAT the approval include that the responsibility for any special signing will be with Metro Transit Operating Company, and
3. THAT the approval for the Duthie and Pandora special event bus zone be subject to review and a further Council report after several events have been held.

SUMMARY:

This report is in response to the attached letter dated 1983 April 27 to the Municipal Manager From Mr. Larry Ward, Assistant General Manager for B.C. Transit.

The application for Special Event Transit Service requires the establishment of one new bus zone, with special signing, on Duthie Avenue at Pandora Street and the use of three existing bus zones at the other locations. To minimize the possibility of "park and ride" at the former location we are proposing that the special buses, upon completion of their trips, serve as regular buses from Duthie and Pandora en route to the Kensington Transit Center. Due to our lack of experience with special event transit service we are recommending that Council approval be subject to a review after several such events have occurred.

(cont'd)

REPORT:

Of the four proposed Burnaby termini, numbers (2) to (4), inclusive, as indicate in the B.C. Transit submission, do not present any problems as they are using existing established bus zones. Proposed stop number (1) on the west side of Duthie Avenue south of Pandora Street, see attached sketch, is not currently a bus stop location and would require the designating of the required curb area as a "bus zone". As this "zone" would be of a relatively infrequent nature and for short durations the signing required should be of a type similar to that currently used around the P.N.E. in Vancouver, i.e. "No Parking During Event Times" with date and time on a separate interchangeable tab. The date and time would be required to be installed at least 24 hours in advance of the time such that any vehicle parked within the zone after the time would violate either the signs or the "24 consecutive hour" section of the Street and Traffic Bylaw. The signing including the changing of the dates and times is to be the responsibility of the Metro Transit Operating Company.

Although the four proposed "transit loops" are intended to cater to the residents of Burnaby there is a possibility of some "park and ride" by Burnaby residents who do not have direct access to local transit services. In the three loops adjacent to commercial property any park and ride is not expected to create problems. The loop at Duthie and Pandora may result in some problems particularly when the Mountain Shadow neighbourhood pub is in operation, due to its being internal to a residential area.

In order to minimize the possibility of "park and ride" we have requested B.C. Transit to consider "extending" the service from its terminus at Duthie - Pandora. This extension would involve those buses destined for the Kensington Transit center, upon completion of their trip from B.C. Place, to continue along Duthie to Broadway and discharge passengers en route. There may be some operational problems associated with this extension; nonetheless, we intend to pursue this matter.

As there exists the possibility of problems developing that we currently cannot foresee due to the lack of experience in "special events" for transit service we are recommending that Council approve the proposed bus "loops" subject to a review after a few such events have transpired. Also the development of the vacant lot, zoned residential R4, at Duthie and Pandora may result in a reconsideration of the location of the zone proposed at this location.

DE/ch

Att.

c.c. ( ) Traffic Supervisor

  
DIRECTOR ENGINEERING

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MANAGER'S REPORT NO. 34  
COUNCIL MEETING 1983 05 09

# BC Transit

Suite 301, 700 West Pender Street, Vancouver, B.C. V6C 1G8 Telephone (604) 655-5131

April 27, 1983

Mr. M.J. Shelley  
Municipal Manager  
District of Burnaby  
4949 Canada Way  
Burnaby, B.C.  
V5G 1N2

Dear Mr. Shelley:

Re: Special Event Transit Service From  
Burnaby to BC Place Stadium.

BC Transit staff have recently discussed a proposal with staff of the Burnaby Engineering Department concerning special bus service to the BC Place Stadium. As a result of that meeting, we were advised to formally initiate our service proposal through your office in the event a decision by Council is required to expedite the transit service proposed.

Just by way of background on the above subject, the GVRD Board in October 1982 approved a concept plan designed to provide increased levels of transit service for major events at the new BC Place Stadium. The plan featured a series of special event express routes operating along the major transportation corridors of the region. The service is to be operated on a limited stop basis (i.e. stopping at major intersections only) thus ensuring competitive travel times to the new stadium.

On April 1, 1983, the Vancouver Regional Transit Commission assumed responsibilities for transit planning from the GVRD. BC Transit staff are now charged with the responsibility of implementing the GVRD concept plan. This involves working out the details of each of the conceptual routes proposed in the GVRD plan.

A total of four routes have been identified for Burnaby. They are:

- (1) Hastings - From Duthie and Ridge via Hastings Street to the Stadium.
- (2) East Broadway - From Halifax at Willingdon via Broadway, Main to the Stadium.

- (3) Kingsway - From Bennett at Marlborough via Nelson, Kingsway, Main to the Stadium.
- (4) Lougheed-Coquitlam - From Coquitlam and Lougheed Mall via Lougheed, 1st Avenue to the Stadium.

The special event service will only be operated for major events. For the purpose of the transit plan a major event has been defined as an event exceeding 30,000 persons. BC Place estimates there will be 30 to 35 such events over the next year. Most are scheduled for Sunday afternoons and Saturday evenings. There are some weeknight events as well (Monday through Thursday).

The transit plan is variable by crowd size. That is to say the number of buses used on each route will be adjusted up or down with the attendance. The frequency of service on each of the routes will range from every 4 to 8 minutes for a 70 minute period leading up to the start of an event.

We expect passengers using the special event service will access stops by walking, by local bus transfer and by private automobile. It should be pointed out that these special event services are designed for the convenience of Burnaby residents. It is not the intent of BC Transit to encourage major park'n'ride on adjacent streets. Additional express services are being operated from Port Moody, Coquitlam, Port Coquitlam, Surrey and New Westminster. The availability of these services in the eastern suburbs should eliminate any incentive for eastern suburban residents to park'n'ride in Burnaby.

As three of the proposed routes (Hastings, East Broadway and Kingsway) begin service in Burnaby, staging areas are required for temporary bus storage and layover. The following staging areas have been identified:

- Hastings: Westside Duthie south of Pandora
- East Broadway: Southside Halifax west of Willingdon
- Kingsway: Northside Bennett west of Marlborough

The latter two areas are currently used for bus layovers thus additional curb space is not required.

In the case of Duthie and Pandora, the existing bus stop on Duthie south of Ridge is too short to allow for a bus layover. A driveway to a commercial building fronting Barnet precludes simply extending the zone. In conjunction with staff of the Burnaby Engineering Department, a site inspection of the Duthie and Ridge area was made. The Duthie and Pandora location was

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selected for the following reasons:

- (1) It is on an existing bus route.
- (2) It is curbed with an existing sidewalk.
- (3) There is sufficient space for up to 3 buses.
- (4) The layover site fronts a vacant lot.

The Duthie and Pandora site is only required as a bus stop for approximately 35 days per year. This will require "no parking signs" to be put up at the stop at least 24 hours in advance of an event. A special "drop type" sign may be the best means to identify the special event nature of the stop.

Service to the new BC Place Stadium is to be operating for the first major event on Sunday, June 19th, 1983. Given the short time to implement the service, we are requesting your earliest consideration of our proposal. If you require any further information on the proposal please do not hesitate to contact me.

Yours truly,

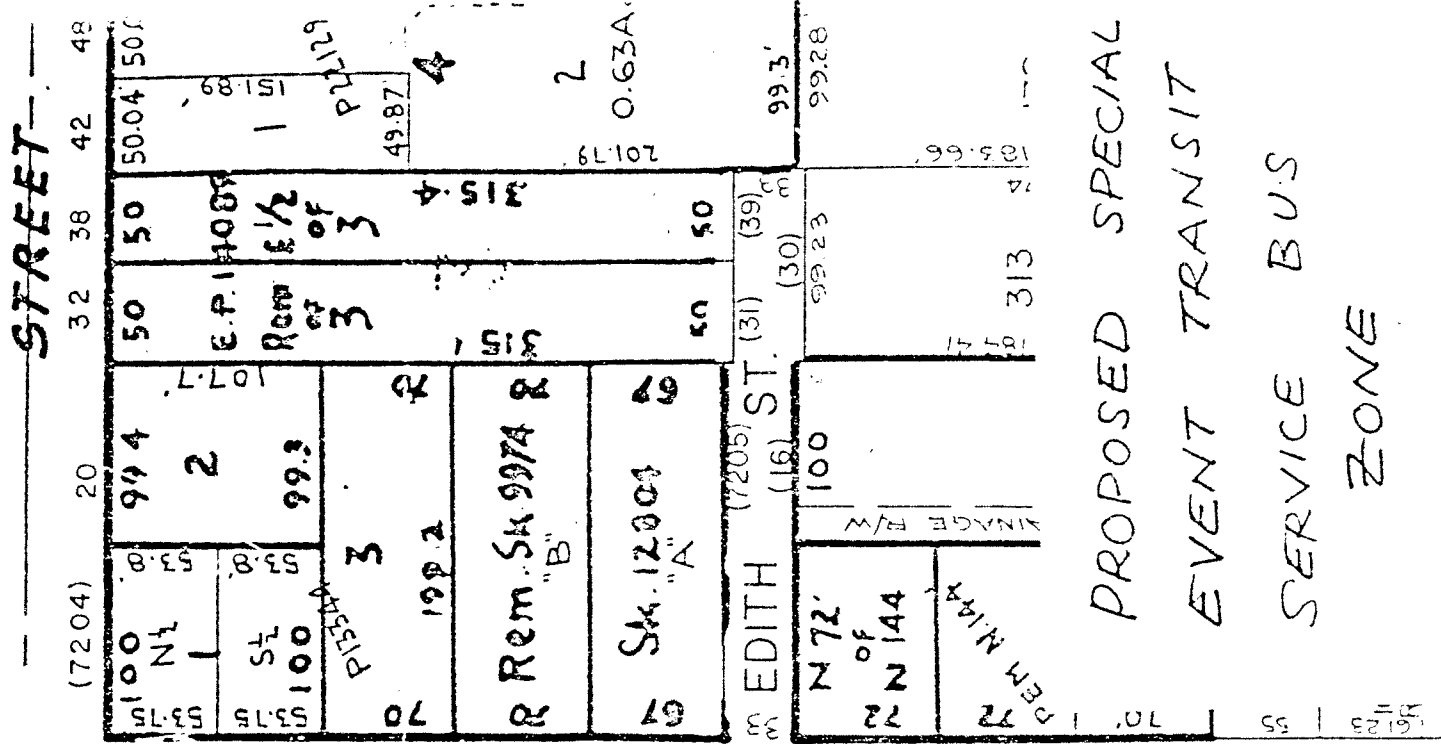
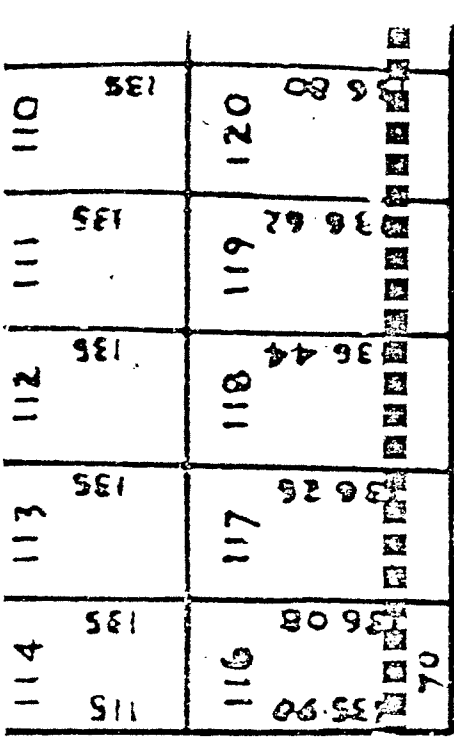
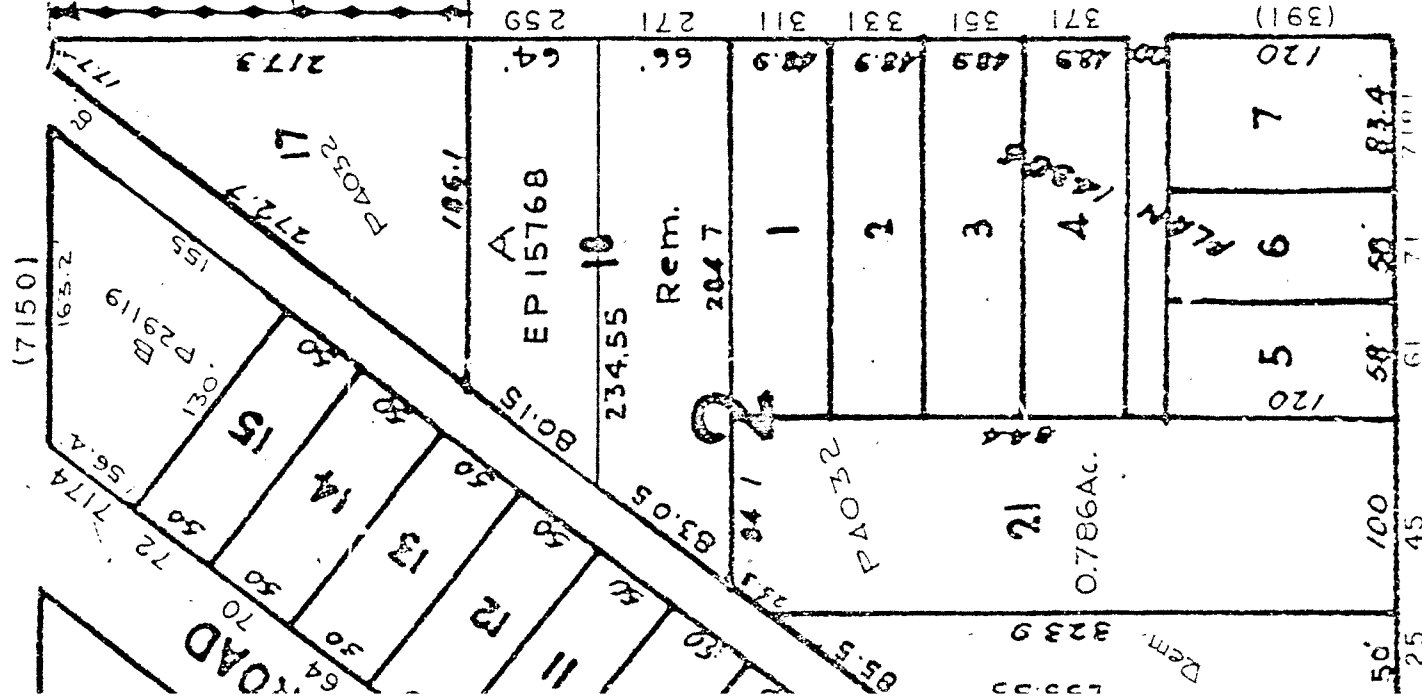
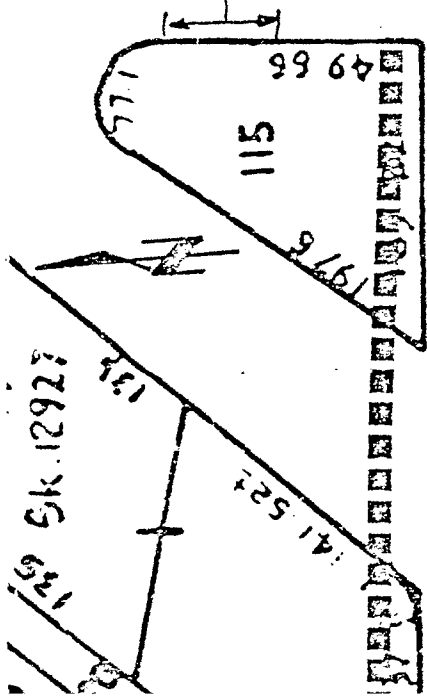


Larry Ward  
Assistant General Manager

cc: J. Mills, BCT  
V. Sherman, MTOC

EXISTING BUS STOP

PROPOSED SPECIAL EVENT BUS STOP



PROPOSED SPECIAL  
 EVENT TRANSIT  
 SERVICE BUS  
 ZONE