

RE: BUS ROUTE DETOUR - NO. 101 LOUGHEED MALL/QUEENSBOROUGH/ANNACIS ISLAND

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1989 August 21

FROM: DIRECTOR OF PLANNING & BUILDING INSPECTION File No. 08.211

SUBJECT: BUS ROUTE DETOUR - #101 LOUGHEED MALL/QUEENSBOROUGH/ANNACIS ISLAND

PURPOSE: To provide Council with information on the impact of the temporary rerouting of the #101 bus route.

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RECOMMENDATION:

1. THAT a copy of this report be forwarded to BC Transit.

R E P O R T

1.0 INTRODUCTION

At its regular meeting on 1989 August 8, Council was advised that the #101 bus route will detour to bypass the closure of Cariboo Road between 16th and Armstrong Avenues.

Arising from the discussion on this item Council adopted the following motion:

"That staff investigate and report on the 3 month detour for Route 101 to bypass the closure of Cariboo Road between 16th and Armstrong Avenues"

This report is in response to Council's request.

2.0 #101 BUS ROUTE DETOUR

2.1 Description

Reconstruction of Cariboo Road (Phase II) will result in the closure of Cariboo Road between 16th and Armstrong Avenues.

To avoid this section of Cariboo Road the #101 bus route which currently operates between Lougheed Mall and the Queensborough /Annacis Island area via Cariboo Road has been rerouted via 16th Avenue between Cariboo Road and Cumberland Street (See attached Figure 1). Construction is now underway and the closure of Cariboo Road is expected to continue for a period of approximately three months until mid November after which bus service will be restored.

ITEM	8
MANAGER'S REPORT NO.	55
COUNCIL MEETING	89/09/05

140

2.1 Implications of the Rerouting

2.1.1 Use of 16th Avenue by Transit

(I) Road Suitability

The section of 16th Avenue between Cariboo Road and Cumberland on which the #101 will be rerouted is a recently constructed two lane street with curbs and separated sidewalks. Developed to a 15m. standard pavement surface with two travel lanes the road is sufficiently wide for other vehicles to pass a stopped bus. Therefore it is not anticipated that use of 16th Avenue by transit vehicles will pose an accident hazard.

(II) Temporary Bus Stops

Five temporary bus stops were originally installed on 16th Avenue between Cariboo Road and Cumberland street to serve transit users. In response to some complaints two additional temporary stops have been added.

2.1.1.2 Impact on Adjacent Residents

As previously noted 16th Avenue is relatively undeveloped except for an area near Cumberland Avenue. Up to this point staff have received only one complaint from a resident of this area concerning the location of a temporary stop in front of his residence at Cumberland Street and 16th Avenue. The complainant, Mr. Dennis Ryan, resides at 8516 Sixteenth Avenue. The temporary stop in front of his house is in a standard far side of intersection location and temporarily replaces the stop across the street, on Cumberland south of 16th. As there are few options to relocate this stop and there would be significant inconvenience to transit users it is proposed to retain this temporary stop in its current location.

2.1.1.3 Impact on Transit Users

(I) Longer Walking Distances

The major impact of the temporary rerouting on transit users is the removal of service from Armstrong Avenue and the resulting longer walking distances for residents of the area. Residents of the area within four blocks of 8th Avenue can use the #102 Cumberland/New Westminster Station which operates at the same service frequency as the #101. However, residents located in the area within four blocks south of Armstrong Avenue as shown in the attached Figure 1 could experience an increase in walking distance to a bus stop of approximately 2-4 blocks depending on their location.

(II) Complaints

Approximately 8-10 telephone calls have been received by BC Transit and a petition has been received by the Municipality and BC Transit. These are summarized as follows:

- Longer walking distance to 16th Avenue - residents of the Armstrong area have submitted a petition with approximately 20 names referring to the longer walking distances. Some telephone comments have requested a more convenient routing via local streets including Coldcutt Street. It should be noted however that these streets are not designed for transit and could result in reduced safety and additional complaints.

ITEM	8
MANAGER'S REPORT NO.	55
COUNCIL MEETING	89/09/05

- Lack of sufficient notice - some residents of the Armstrong area have referred to a lack of sufficient notice of the routing change. BC Transit have responded that notices were posted at discontinued bus stops but some of these may have been vandalized

3.0 CONCLUSION

In summary it would appear that the impact of the temporary rerouting of the #101 bus route is minimal. A number of transit users will experience an increase in walking distance of approximately 2-4 blocks for a period of approximately 3 months. Unfortunately there are no other rerouting options which would adequately maintain bus service through the area without incurring additional complaints and reduced safety. Staff will continue to monitor the rerouting with BC Transit to respond to any complaints from transit users who are negatively affected by the change.

RG/kmg  
Attachment

cc: Acting Director Engineering

  
A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

BURRARD INLET

FIGURE 1

140, 151, 160, 162.

