

ITEM	6
MANAGER'S REPORT NO.	1
COUNCIL MEETING	90/01/08

RE: LETTER FROM B.C. TRANSIT, 1200 WEST 73RD AVENUE, VANCOUVER, B.C. V6P 6M2  
 WHEELCHAIR ACCESSIBLE BUSES

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MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1989 DECEMBER 27  
 FROM: DIRECTOR ENGINEERING  
 SUBJECT: WHEELCHAIR ACCESSIBLE BUSES  
 PURPOSE: To respond to BC Transit's letter of 1989 December 13, and to flag the potential future implications to the Municipality.

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RECOMMENDATION

1. THAT a copy of this report be sent to John Mills, Vice President, Planning, BC Transit.

REPORT

1.0 Introduction

On Council's Agenda for its meeting of 1990 January 08 is a letter from BC Transit outlining a programme for introducing wheelchair accessible buses. Enclosed with BC Transit's letter was a report (available in the Clerk's Department) which outlined the process for "Route Selection" for Wheelchair Accessible Transit Vehicles. Transit has nine candidate routes in Burnaby and is seeking Municipal assistance in categorizing individual stops on these routes to determine their accessibility. The Engineering Department normally collaborates with BC Transit on bus stop placement and we will do so on this project.

2.0 Cost Implications

The Municipality is responsible for the construction and improvement of bus landing pads. Transit's initial requirement is that at least 25% of stops be wheelchair accessible on the chosen routes. Staff anticipate that, ultimately, there will be a need to improve most stops to meet wheelchair accessibility standards. The cost of doing this is not yet known but could presumably be spread over a number of years.

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It should be noted that BC Transit is only interested in whether the bus stop landing area meets the "technical" requirements for operation of bus wheelchair lifts. They are not concerned whether a bus stop identified as wheelchair accessible is in fact accessible to the wider environment. Their reasoning is that wheelchair passengers might well be dropped off or met at accessible stops. We anticipate that there will be a demand for the Municipality to provide additional sidewalks, dropped curbs etc. to make the wheelchair accessible stops really so. Again the cost implications of this are not known. The Engineering Department has a demand driven programme for "retrofitting" wheelchair ramps at intersections. We expect that this programme would be accelerated by the implementation of wheelchair accessible bus routes.

### 3.0 Discussion & Conclusion

In considering BC Transit's Wheelchair Accessible Bus Route Programme staff have assumed that Council approval is implicit, given adopted policies. The cost of the programme to the Municipality is not known but it is anticipated that the majority of the cost, for wheelchair ramps, would have been borne in any case. We also expect that the costs can be spread over a number of years. After staff have had the opportunity to work with BC Transit in classifying the wheelchair accessible stops, we will have a much clearer idea of the implications of this programme. Staff will submit a further report to Council regarding funding implications when more detailed information is known.

  
DIRECTOR ENGINEERING

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cc: Traffic Supervisor  
Director Planning & Building Inspections