

REPORT
Regular Council Meeting
1992 March 23

THE CORPORATION OF THE DISTRICT OF BURNABY

TRANSPORTATION AND TRANSIT COMMITTEE
(TRANSPORTATION & TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND ALDERMEN:

AFTER DARK BUS STOPS:
CORRESPONDENCE FROM TOWNSHIP OF LANGLEY

RECOMMENDATIONS:

1. That Council request B.C. Transit implement an "After Dark" bus stopping policy to apply after the p.m. peak period as outlined in this report.
2. THAT a copy of this report be forwarded to Mayor Dykeman, Chairman, Vancouver Regional Transit Commission and to the Municipal Clerk, Corporation of the Township of Langley.

R E P O R T

"1.0 BACKGROUND

At its regular meeting of 1992 February 24 Council received correspondence from the Corporation of the Township of Langley requesting endorsement of the following motion:

That the Township request that B.C. Transit initiate an "After Dark Policy" where by a passenger can request "after sunset" he or she be allowed off the bus at any point along the route that would minimize the walking distance between the point of leaving the bus and his/her ultimate destination. At the present time the bus driver can only stop at a designated bus stop. Not infrequently, the passenger must walk back two or three blocks or walk forward two or three blocks from the bus stop. This policy change would negate that walk on what could well be a dark and deserted street. It goes without saying that in making this "unscheduled stop" the safe operation of the bus and the safety of the passenger in leaving the bus shall be maintained at all times.

The correspondence requested that other Councils in the Lower Mainland endorse this motion and request that B.C. Transit initiate the After Dark Bus Stop Policy.

Upon consideration of the correspondence, Council requested that a staff report be presented to the Traffic and Transportation Committee and the recommendations forwarded to Council.

This report is written in response to this direction of Council.

2.0 CONCEPT

The concept of an "After Dark" bus stopping policy was originated in Canada with the Toronto Transit Commission (TTC). The intent of the "After Dark" bus stop policy is to allow passengers to disembark at locations along a route other than a designated stop in order to reduce the danger to passengers walking from the bus stop after dark.

Implementation of the bus stop policy has offered passengers increased safety and security without significant disbenefit to transit operations or traffic flow.

INTERNAL DISTRIBUTION:

:- AGENDA 1992 MARCH 23
:- COPY - ACTING MUNICIPAL MANAGER - DIRECTOR ENGINEERING
- DIRECTOR ADMIN. & COMM. SERV. - DIRECTOR FINANCE
- DIRECTOR PLANNING & BUILDING - O.I.C., R.C.M.P.
- DIRECTOR REC. & CULT. SERV.

3.0 CURRENT STATUS

The "After Dark" bus stop policy is currently under active consideration by B.C. Transit. A task force has been established within B.C. Transit to define guidelines under which the policy would operate. It is anticipated that these guidelines could include the following:

- (i) the policy would become operative after sunset only.
- (ii) stopping between designated bus stops would be permitted for disembarking only at the request of the passenger.
- (iii) the bus operator would determine whether a requested stop would be permitted.
- (iv) the decision of the bus operator would be subject to considerations of traffic safety.

B.C. Transit advises that a decision on implementation of an "After Dark" bus stop policy could be forthcoming within 4 - 6 weeks.

4.0 IMPLICATIONS FOR BURNABY

Implementation of an "After Dark" bus stop policy is perceived as a generally positive development from the perspective of passenger safety, especially in outer suburban municipalities where bus stops tend to be less closely spaced entailing longer walking distances. This may be less of a concern in Burnaby but application of the policy in Burnaby would benefit transit users.

From a traffic operations view point, it is recognized that implementation of the stopping policy in Burnaby will require that buses stop in the travel lane for a passenger to alight. As this could result in some traffic disruption during peak periods, it is recommended that the bus stop policy be restricted to the post p.m. peak period, when potential delay to general traffic is expected to be less significant.

5.0 CONCLUSION

An "After Dark" bus stopping policy by reducing walking distance to a destination offers increased safety and security for transit users in the evening hours. While it is recognized that application of the policy in Burnaby may result in some minor disruption to traffic flow due to buses stopping in travel lanes the application of an "After Dark" bus stop policy is supportable. It is therefore recommended that Council request B.C. Transit to implement the policy as soon as practicable."

Respectfully submitted,

Alderman J. Young
 Chairman

Alderman D. Evans
 Member

Alderman D. Lawson
 Member

Alderman C. Redman
 Member

Mr. Peter Miller
 Member

Mr. Ernest Neumann
 Member

Mr. Len Werden
 Member