REPORT
1994 February 21

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

Re: #19 Bus Route - Metrotown to Stanley Park

RECOMMENDATION:

1. THAT a copy of this report be forwarded to G. Leicester, General Manager, Product Development, B.C. Transit.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 1994 February 09, adopted the attached staff report outlining changes to the #19 Stanley Park bus route.

Respectfully submitted,

Members:

Mr. Ernest Neumann
Mr. Peter Miller
Mr. Len Werden

Councillor D. Evans
Chairman

Councillor D. Lawson
Member

Councillor C. Redman
Member

Councillor J. Young
Member

:COPY - CITY MANAGER
- DIRECTOR ENGINEERING
- DIR. PLNG. AND BLDG.

TO: CHAIR AND MEMBERS
TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

1994 FEBRUARY 09

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.211

SUBJECT: #19 BUS ROUTE - METROTOWN TO STANLEY PARK

PURPOSE: To advise the Committee of changes to the #19 Stanley Park bus route.

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to G. Leicester, General Manager, Product Development, B.C. Transit.

REPORT

1.0 BACKGROUND

At its regular meeting of 1994 January 10 Council was advised that B.C. Transit proposes to change the #19 Stanley Park bus route. Arising out of the discussion, Council requested that staff investigate the proposed route changes and provide details to the Traffic and Transportation Committee (Transportation and Transit Division) for review.

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

2.0 TRANSIT ISSUES

The #19 Metrotown/Stanley Park route currently terminates at the Chilco Loop at the entrance to Stanley Park. However, with growing traffic volumes on the Stanley Park Causeway, buses have been experiencing difficulties in turning left efficiently from Georgia Street to Chilco. These unsafe conditions caused a work stoppage by members of the ICTU in early 1993 July. Subsequently, at its 1993 July meeting, the Vancouver Regional Transit Commission requested the City of Vancouver to install a bus-activated signal at Georgia and Chilco. Later in July City Council approved resolutions regarding the immediate rerouting of the #19 via Denman and Alberni as noted in the **attached** report to the Commission (Attachment A). In addition, the City Engineer was to report on the installation of a bus-activated signal at Chilco and Georgia.

3.0 #19 REROUTING

The rerouting proposal involves changing the #19 routing from via Georgia and Chilco to the Chilco Loop to the following, as shown in the attached report to the Commission:

(i) Georgia to Denman, left to Alberni and right on Alberni to the Chilco Loop.

(ii) Return from Chilco Loop via Chilco to Georgia and right on Georgia back via Pender to Hastings and Seymour.

As there are no trolley wires on Alberni, a diesel shuttle from Hastings and Seymour will be required. As a result, the trolley service would terminate near Hastings and Hornby with transfer connections to the #19 Stanley Park Shuttle on Hastings between Burrard and Richards.

4.0 EVALUATION

The #19 rerouting will cause some inconvenience to Burnaby residents using the service from Metrotown to Stanley Park. Until the matter of a bus-activated signal at Georgia and Chilco is resolved, approximately 250 passengers from Vancouver and Burnaby will be required to transfer each day to access Stanley Park via the new diesel shuttle.

In view of the poor operational and safety conditions which prompted the rerouting, staff concur with the approach taken by B.C. Transit and the City of Vancouver.

for D.G. Stenson, Director
PLANNING AND BUILDING

RG/jp

Attachment

cc: City Manager

ATTACHMENT A

BC Transit

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1200 West 73rd Avenue, Vancouver, B.C. V6P 6M2 Telephone (604) 264-5000

November 19, 1993

TO: Mayor Len Traboulay, Chair, and Members of the Vancouver Regional Transit Commission

FROM: Glen Leicester

SUBJECT: Stanley Park Rerouting

BACKGROUND

The #19 is a major electric trolley bus route connecting Metrotown in Burnaby with downtown Vancouver and Stanley Park (Chilco at Georgia). At the entrance to Stanley Park, buses are required to make a left turn across three lanes of on-coming traffic into Chilco Loop, the current Stanley Park terminus. During peak hours the traffic volumes are such that there are virtually no breaks in the Causeway traffic, thus bus drivers are forced to wait until a vehicle stops to permit the bus to cross. Often the bus makes the turn one lane at a time causing traffic in other lanes to brake suddenly.

The left hand turn from Georgia to Chilco has been part of the Stanley Park route dating back to the streetcar era. The movement is required as the current bus loop at Stanley Park is located off Chilco adjacent to Lost Lagoon. City, Parks Board and BC Transit staff have discussed a longer term scheme that would ultimately relocate the Chilco terminus further into Stanley Park and discontinue making this left turn movement, however, this requires resolution of some complex design issues as well as significant capital expenditure. The recent announcement of the replacement of the Lions Gate Bridge has further complicated the issue, as the causeway may be realigned. As a consequence it may be a number of years before a new terminus is available.

On July 2, 1992, Independent Canadian Transit Union (ICTU) bus drivers refused to operate the #19 service into Chilco Loop for 24 hours resulting in lost service to Stanley Park. The ICTU has in the past, expressed safety concerns with making this turn. ICTU drivers voluntarily returned to work on July 3, 1992. At the July 3, 1992 Commission meeting, BC Transit staff reported the service disruption as well as proposed short and longer term options for serving Stanley Park. The Commission passed the following motion:

> *"That the City of Vancouver be requested to install a bus-activated signal at Chilco Loop as soon as possible".*

On July 7, 1992, City Council considered this issue and passed the following motion:

"THAT the request of the Vancouver Regional Transit Commission for the City to install a bus activated signal at Chilco Loop be deferred pending a report back from the City Engineer on the various issues associated with the installation of such a signal, including possible cost-sharing with BC Transit".

On July 30, 1992, City Council received a report from the City Engineering Department describing possible interim solutions for dealing with access to the Chilco Loop. Council subsequently approved the following resolutions with respect to the Georgia and Chilco turning movement.

A. THAT BC Transit be requested to reroute as soon as possible, the westbound #19 Stanley Park Bus on an interim basis, utilizing diesel buses, as follows: turn left at Denman, turn right at Alberni, proceed westbound on Alberni to the Chilco Loop.

B. THAT the City Engineer report back on the details and design for possible installation of a bus-activated signal at the Chilco/Georgia intersection.

C. THAT the City Engineer discuss with the Minister of Highways and others, the installation of two advance warning lights and appropriate signage on the Stanley Park Causeway to advise motorists of such a transit signal.

D. THAT the City Engineer advise the affected residents on Alberni Street of Council's request to BC Transit for the above routing changes and use of diesel buses.

At the August 19, 1992 meeting of the Transit Commission, a proposal to reroute via Alberni Street was lost. Since that meeting BC Transit, City and Parks Board staff have continued to work to find an alternative solution to the issue, however, to date the issue remains unresolved.

REROUTING

There are insufficient gaps in the southbound traffic flow on the Causeway to allow transit operators to complete the left turning movement from Georgia Street to Chilco loop efficiently. This situation continues to deteriorate and with the reconstruction of the Lions Gate Bridge and Causeway some time away, there appears to be little hope the situation can be improved for some time.

As a consequence, BC Transit will begin a reroute of the #19 service via Denman and Alberni on December 13, 1993. Because there are no trolley wires on Alberni, it will be necessary to split the #19 Metrotown/Stanley Park route into two separate routes, each terminating downtown (see Figure 1). The eastern part of the route will continue to operate with electric trolleys while the western part will utilize diesel buses. The split will result in approximately 250 passengers being required to transfer each day. Because each part of the service operates frequently, transfer wait times will be minimal. On weekends, the entire

route will be converted to diesel bus operation, maintaining a through service for customers travelling from the eastern part of the City to Stanley Park.

COSTS

The rerouting will require the addition of three diesel buses to operate the Stanley Park portion of the route and two less trolley buses. The net cost is one bus for approximately 18 hours per day. No additional kilometres of service will be added. The additional diesel buses will be secured from the reserve fleet. On an annual basis, the additional operating cost is estimated at approximately $150,000.

IMPACTS ON RESIDENTS

The City has approved the routing in-principle, however, local residents have not been advised of the route. City staff will be undertaking this over the few weeks and will report back to Council.

CONCLUSION

The reroute of the Stanley Park bus is necessary to improve passenger and vehicle safety at the intersection of Georgia and Chilco. The City, Parks Board and BC Transit have tried to resolve the issue, unsuccessfully for over a year. Given the uncertainties surrounding the replacement of the Lions Gate Bridge and the Causeway, the reroute is seen to be the best means of resolving the issue in the short and medium term.

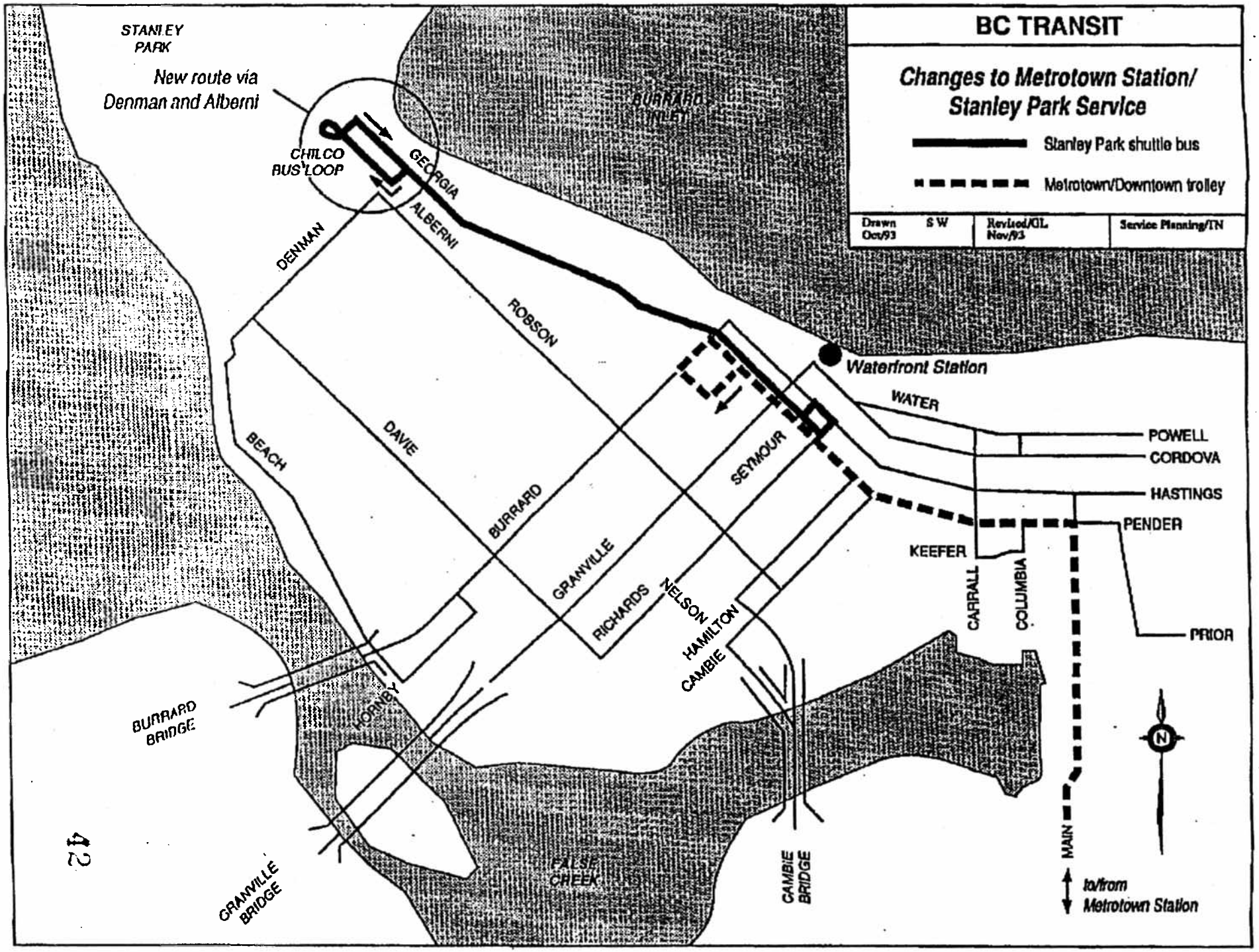
RECOMMENDATION

IT IS RECOMMENDED THAT THE VANCOUVER REGIONAL TRANSIT COMMISSION RECEIVE THIS REPORT FOR INFORMATION.

Glen Leicester
General Manager, Product Development

/mj

FIGURE 1


BC TRANSIT
Changes to Metrotown Station/
Stanley Park Service
Stanley Park shuttle bus
Metrotown/Downtown trolley
Drawn Oct/93
S W
Revised/GL Nov/93
Service Planning/TN
STANLEY PARK
New route via Denman and Alberni
CHILCO BUS LOOP
GEORGIA
ALBERNI
DENMAN
ROBSON
BURRARD INLET
Waterfront Station
WATER
POWELL
CORDOVA
HASTINGS
PENDER
PRIOR
KEEFER
CARRALL
COLUMBIA
MAIN
BEACH
DAVIE
BURRARD
GRANVILLE
RICHARDS
SEYMOUR
NELSON
HAMILTON
CAMBIE
HORNBY
BURRARD BRIDGE
GRANVILLE BRIDGE
FALSE CREEK
CAMBIE BRIDGE
to/from Metrotown Station
N

Leicester