

**TO:** CITY MANAGER

**DATE:** 2001 08 21

**FROM:** DIRECTOR ENGINEERING

**FILE:** 55-09-01

**SUBJECT:** METROTOWN BUS LOOP CONSTRUCTION

**PURPOSE:** To advise Council of a construction project of the Metrotown bus loop and the required rerouting of Transit vehicles

**RECOMMENDATION:**

1. **THAT** Council approve, in principle, the proposed reroutes and temporary terminus location resulting from the reconstruction of the Metrotown bus loop as outlined in this report.
2. **THAT** copies of this report be sent to Coast Mountain Bus Company and Translink.

**REPORT**

Appearing elsewhere on the agenda is a delegation from Coast Mountain Bus Company (CMBC) seeking approval of the temporary relocation of the Metrotown Bus Loop to facilitate rehabilitation of the bus loop. Staff had some initial discussions on this project earlier this year, however, the project was held in abeyance for the duration of the transit strike. Following the Provincial Government back to work legislation, both Translink and CMBC have expressed a desire to complete the rehabilitation project this year. The compressed proposed time frame established by CMBC for this project precludes staff from reporting in the typical manner through the Traffic and Transportation Committee to Council.

CMBC have indicated that to complete this work requires a full shut down of the loop and bus traffic will have to be temporarily rerouted and terminated at an alternate location. Project documentation and analyses of the various options has been provided to Council as part of the CMBC's delegation submission package. Temporary terminus options presented included Patterson Station, Central Boulevard, McKay Ave., Metrotown Library and Bonsor Recreation Centre. The conclusion of CMBC is that Patterson Station is the preferred option for a temporary terminus.

Staff have had some initial communication with CMBC and have participated in initial site reviews and operational evaluations. We have also had the opportunity to review the CMBC document package and concur that the proposed terminus location at the Patterson Station and the accompanying reroutes are the most viable relative to minimizing user inconvenience, residential impact and maximizing operational ease.

Notwithstanding that the Patterson Station is the most viable option, some negative aspects do exist as with the other options reviewed. Of primary concern would be resident impact, localized parking prohibitions and the removal of the barricade on Central Boulevard at Kathleen. If this project does proceed, it will be necessary for CMBC to undertake a public communication program to the surrounding residents prior to the initiation of the required changes. CMBC would prepare an information bulletin to be delivered to all residents who would be immediately affected by the temporary parking bans and/or route changes. If removal of the barrier on Central Boulevard is approved, staff would control usage of this portion of Central Boulevard to bus only access in a single (eastbound) direction by means of signs and markings. Existing residential access to apartment parking will be maintained. Further, staff would refine details of the necessary parking restrictions and bus stops to facilitate the bus rerouting.

CMBC is seeking Council's approval to proceed with this project in 2001. It is recommended that Council approval, in principle, be granted and that staff work with CMBC and Translink to resolve outstanding details.

As mentioned in the delegation's correspondence, CMBC and Translink staff will appear before Council to present their proposal, address the decision to use the Patterson Station as their temporary terminus and the timing of the project.

  
DIRECTOR ENGINEERING

EJ: