

CITY OF BURNABY

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TRANSPORTATION COMMITTEE

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: TRUNCATION OF #135 BUS AT BURRARD SKYTRAIN STATION**

RECOMMENDATION:

1. *THAT* this report be received for information.

REPORT

The Transportation Committee, at its meeting held on 2003 October 08, received and adopted the attached report providing information regarding truncation of the #135 bus at Burrard Skytrain Station.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Doug Evans  
Vice Chair

Councillor Lee Rankin  
Member

COPY: CITY MANAGER  
DIRECTOR ENGINEERING  
DIRECTOR PLANNING AND BUILDING

**TO:** CHAIR AND MEMBERS  
TRANSPORTATION COMMITTEE

2003 October 2

**FROM:** DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.211

**SUBJECT:** TRUNCATION OF #135 BUS AT BURRARD SKYTRAIN STATION

**PURPOSE:** To provide information regarding truncation of the #135 bus at Burrard SkyTrain Station.

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**RECOMMENDATION:**

1. **THAT** this report be received for information.

**REPORT**

**1.0 BACKGROUND**

The #135 bus operates primarily on Hastings Street, providing service between Simon Fraser University and Burrard SkyTrain Station. Prior to 2003 September 1, half the #135 buses extended westward to the Stanley Park Loop, near the Aquarium. However, since September 1, all the #135 buses terminate at Burrard SkyTrain Station.

It was observed at the Transportation Committee meeting of 2003 September 10 that this change has had the effect of discontinuing wheelchair-accessible service into Stanley Park, a major regional destination. Staff were asked to report back to the Committee on this issue.

**2.0 REASONS FOR THE CHANGE**

Staff have discussed this issue with TransLink and Coast Mountain Bus. The following is their explanation for the change.

Up until quite recently, it was impossible to operate trolley buses to the Stanley Park Loop. This is because trips outbound from this section of the park need to pass beneath the Stanley Park Causeway, where the overhead clearance was insufficient for the installation of trolley wires. Accordingly, all service to the Loop was via diesel buses.

As part of the reconstruction of the "S-curve" at the entrance to Stanley Park, the overhead clearance has been increased to allow for trolley wires, thus allowing wires to be extended into the Park. As a result, the #19 trolley bus from Metrotown now runs to the Stanley Park Loop.

However, there is an agreement between TransLink and the Vancouver Parks Board stating that diesel transit buses would no longer operate scheduled services within the Park. As such, it was necessary to abandon the #135 extension to the Stanley Park Loop.

Since the entire trolley fleet is non-accessible, this has had the undesirable effect of terminating wheelchair-accessible service to the Loop. Accessible service is now provided to the vicinity of the park entrance, on Georgia Street at Gilford Street.

In approximately two years, it is expected that the trolley buses on the #19 route will be replaced with new, accessible trolleys. Until then, disabled people wishing to go to Stanley Park have the following options:

- Travel by transit to the intersection of Georgia Street and Gilford Street, and enter the park from there.
- Make the trip by HandyDART, subject to fleet availability.
- Make the trip by Taxi Saver, which is a 50% discount on taxi service. For people coming from farther away, which would entail a higher taxi fare, there is the option to take SkyTrain into downtown and Taxi Saver from there to the Park.
- Take transit to Gilford Street, as above, and then transfer to the free, accessible, around-the-park shuttle (summer only). The transfer distance is about 700 metres.

### 3.0 CONCLUSION

This report has presented information on the given reasons for the truncation of the #135 diesel bus at Burrard SkyTrain Station, and has outlined travel options available for disabled travellers. This report is for the information of Transportation Committee.



J.S. Belhouse, Director  
PLANNING AND BUILDING

SR:sa

cc: City Manager  
Director Engineering

