

Re: Fastbus Service on Canada Way  
Letter dated November 25, 1974 from Mr. Victor Parker  
Which appeared on the December 2, 1974 Council Agenda

Mr. Victor J. Parker, Director of Transit, in a letter that Council received on December 2, 1974, outlined a proposal involving a fastbus service on Canada Way. Comments on this proposal are contained in the following report from the Director of Planning.

RECOMMENDATIONS:

1. THAT Council endorse the proposed FastBUS 820 service proposed by the Bureau of Transit Services; and
2. THAT Council request the establishment of an additional eastbound and westbound FastBUS stop location on Canada Way at Burris Street; and
3. THAT Council request the Bureau of Transit Services to construct "shelters" at FastBUS stop locations particularly at interchange and transfer points where local bus service intercepts the FastBUS service; and
4. THAT Council request the Department of Highways to protect the arterial function of routes and intersections within their jurisdiction, such as Canada Way east of Kinsington Ave. to 10th Ave. and Canada Way at the Willingdon Ave. intersection on the southeast and Willingdon Ave. on the northeast, by obtaining such widening as is necessary and constructing bus "pull-off" areas; and
5. THAT a copy of this report be sent to Mr. Victor J. Parker.

\* \* \* \* \*

TO: MUNICIPAL MANAGER  
FROM: DIRECTOR OF PLANNING  
RE: FASTBUS 820 - CANADA WAY.

Planning Department  
December 5, 1974  
Our File 01.211

The Corporation recently received correspondence dated November 25th/74 from the Bureau of Transit Services advising of a FastBUS service to be implemented between New Westminster and Vancouver using Canada Way, Willingdon, Halifax - Douglas, Boundary and Hastings Street.

The attached drawing marked "A" illustrates the routing proposed with the stop locations relative to other bus routes and stop locations in Burnaby.

The Planning Department would offer the following comments concerning the proposed service and what the Department believes are necessary elements to be provided with the service in order to become an overall benefit to the community.

The drawing attached marked "B" illustrates the relative magnitude of 1972 Average Weekday Traffic Volume on Burnaby streets. Although a map of 1974 traffic volumes on all routes is not yet available, the figures for Canada Way have been shown adjusted to 1974 levels.

Early in 1973 Council received traffic accident statistics for Canada Way in correspondence from the Traffic Safety Committee. These data were prepared by the Engineering Department and were concerned with the 6 month time periods before and after the reduction in speed limit on Canada Way. The pertinent correspondence dated Feb. 20th and Feb. 27th, 1973 from the Municipal Engineer to the Secretary, Traffic Safety Committee is attached hereto. It is alarming to note the increase in total accidents along Canada Way particularly the increase in mid block "side swipe" accidents which could possibly be attributable to the lane changing manoeuvres of drivers wishing to avoid cars travelling at the speed limit or buses stopped in the curb travel lane to pick up or discharge passengers.

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As traffic volumes and vehicle densities increase along Canada Way and other arterial routes it will become increasingly difficult for drivers to readily change lanes. It is hoped that an increase in quality and service in public transportation will provide the direct benefit to the community at large which will tend to encourage some drivers to "switch rather than fight".

Increased bus service nevertheless would present some degree of hindrance to smooth traffic flow and frustration to drivers particularly where the bus must stop for passengers in the travel lanes. This practise encourages car drivers to quickly , and often, unsafely change travel lanes.

The Planning Department believes bus pull-off areas are required along a facility such as Canada Way which has limited potential for over-all widening and where bus service along the route must stop in the travelled curb lanes.

The Planning Department believes also that bus "pull-off" areas and passenger shelters are required where local "feeder" bus service intercepts the "trunk" FastBUS service routes.

Concerning the proposed 820 FastBUS route specifically, we believe a large increase in service to the community would be provided with an additional FastBUS stop location in each direction on Canada Way at Burris. This stop location would serve as a transfer point for routes #31 and 32 which provide local service to the area southwest of Canada Way to Kingsway and provide a key bus stop location for residents in the rapidly developing area northeast of Canada Way.

In connection with bus "pull-off" areas, the Planning Department would suggest a policy decision is required of Council in order to clearly define and attach responsibilities to the appropriate agencies for property acquisition, construction and maintenance of the "pull-off" facilities on "trunk" FastBUS routes as compared with local routes. For example, in the case of Government Street where bus pull-off areas were constructed with new street improvements, no additional property acquisition was required to accommodate the pull-off areas and costs were borne generally by the L. I. P.. However, in the situation where such facilities are required to enhance traffic safety and protect the arterial function of the street by maintaining high street capacity and/or serve as primary transfer points and shelter areas for FastBUS service, the Planning Dept. believes these to be non-municipal responsibilities and should therefore be provided as an integral part of the "trunk" service through the municipality.

#### RECOMMENDATIONS:

It is recommended

1. THAT Council endorse the proposed FastBUS 820 service proposed by the Bureau of Transit Services.
2. THAT Council request the establishment of an additional eastbound and westbound FastBUS stop location on Canada Way at Burris Street.
3. THAT Council request the Bureau of Transit Services to construct "shelters" at FastBUS stop locations particularly at interchange and transfer points where local bus service intercepts the FastBUS service.

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4. THAT Council request the Department of Highways to protect the arterial function of routes and intersections within their jurisdiction, such as Canada Way east of Kensington Avenue to 10th Avenue and Canada Way at the Willingdon Avenue intersection on the southeast and Willingdon Avenue on the northeast, by obtaining such widening as is necessary and constructing bus "pull-off" areas.

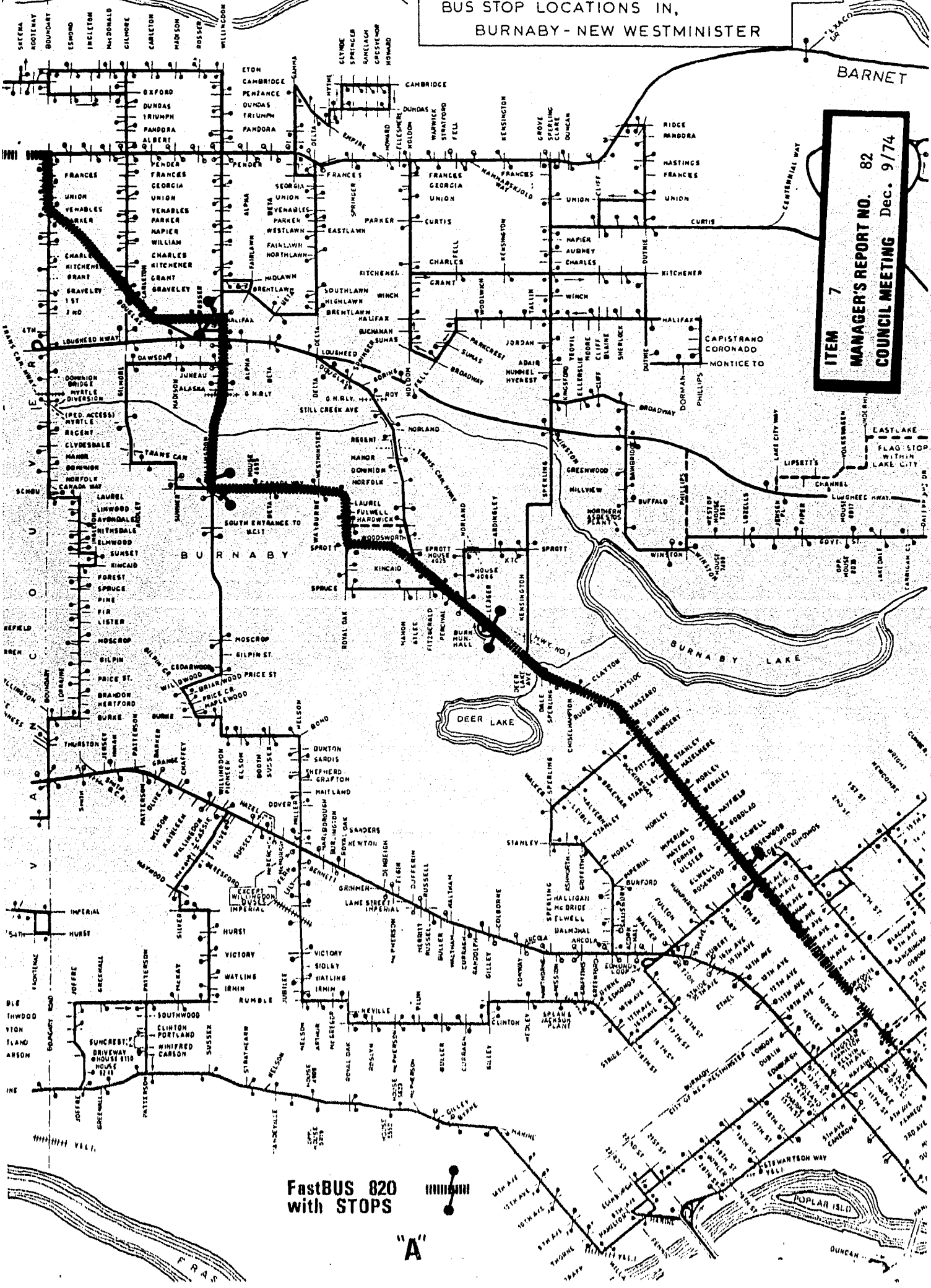
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att. 4

*A. L. Parr*  
A. L. Parr,  
DIRECTOR OF PLANNING.

ETON SHOWN ON NORTH VAN. ROUTE AND STOP PLAN

B.C. HYDRO AND POWER AUTHORITY  
PLAN SHOWING  
BUS STOP LOCATIONS IN,  
BURNABY - NEW WESTMINSTER

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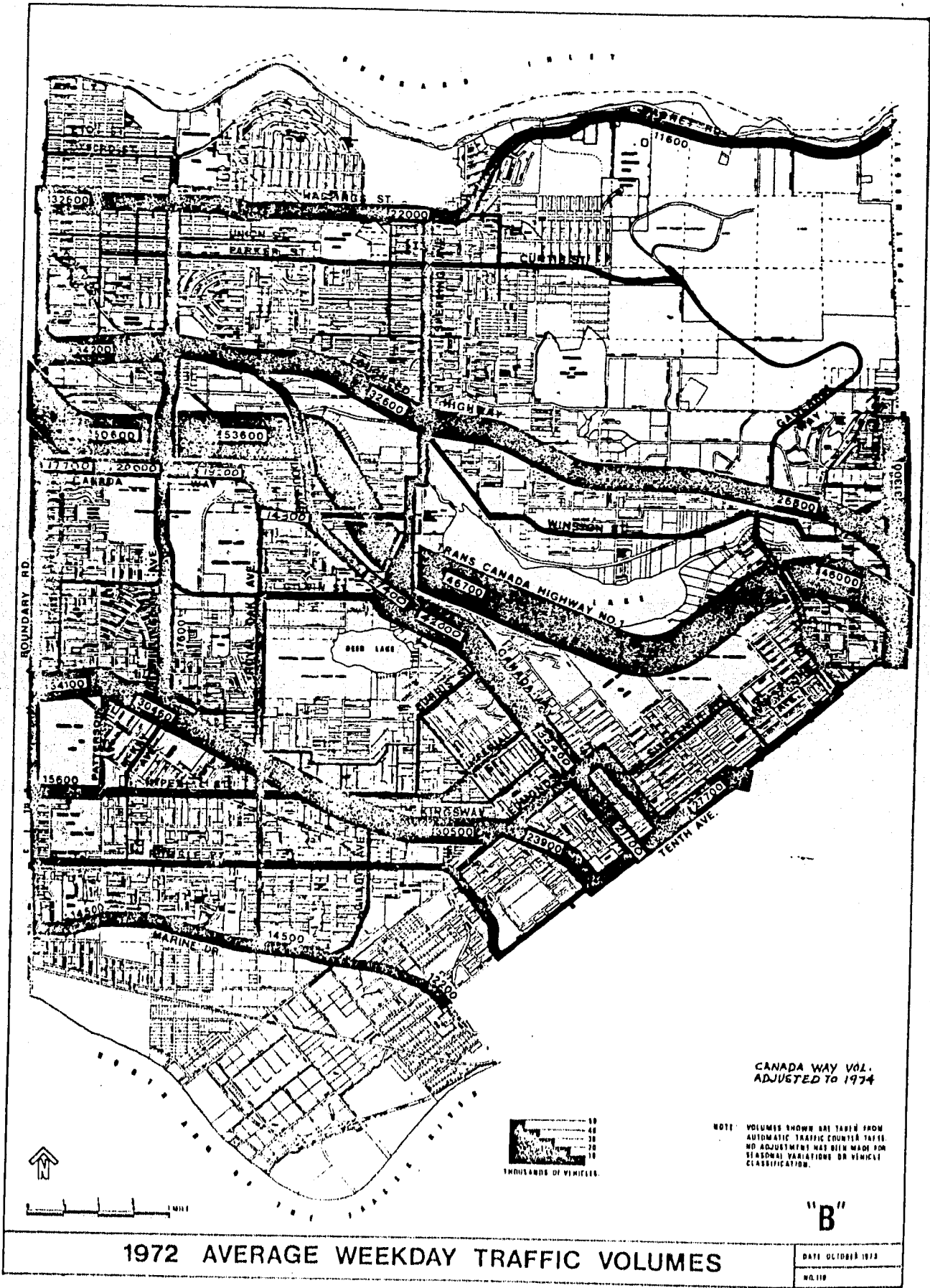


FastBUS 820  
with STOPS



"A"

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## INTER-OFFICE COMMUNICATION

TO: Secretary  
 Traffic Safety Committee DEPARTMENT:

FROM: Municipal Engineer DEPARTMENT:

SUBJECT:  
Canada Way

DATE: 20 Feb./73.

OUR FILE #

YOUR FILE #

In early July of 1972, the Municipal Council on a recommendation from the Traffic and Safety Committee ordered that existing 40 M.P.H. speed limits on Canada Way be reduced to 30 M.P.H. between Imperial and Westminster Avenue and 35 M.P.H. between Westminster Avenue and Smith Avenue. At the time of this Committee's recommendation it was requested that we check the accident rate in six months to determine if the reduced speed limit had lowered the number of accidents.

In checking of records of reported intersection accident rates, we find that in comparing a six months before and six months after, the speed reductions that the total accident rate for Canada Way had increased by 41%. The severity of the total accident picture, however, showed a slight drop from 1.23 points per accident to 1.11 points per accident.

A further breakdown of the accident rate is as follows:

Section	Canada Way Accidents			Severity Rate		
	Before	After	Change	Before	After	
Boundary-Smith	2	5	+150%	1.00	1.00	
Smith-Westminster	25	46	+84%	1.32	1.10	-
Westminster-Kensington	19	20	+5%	1.31	1.20	-
Kensington-Imperial	36	51	+41%	1.11	1.16	+
Imperial-10th	46	59	+31%	1.22	1.07	-
	128	181	+41%	1.23	1.11	-

The above is for information only and no recommendations are contemplated at this time.

HB:pm

*J. P. Bacon*  
 MUNICIPAL ENGINEER

c.c. ( ) Municipal Manager  
 ( ) R.C.M.P. (S/Sgt Hockstetter)

ITEM 7  
 MANAGER'S REPORT NO. 82  
 COUNCIL MEETING Dec. 9/74

THE CORPORATION OF THE DISTRICT OF BURNABY

Secretary  
 To: Traffic Safety Committee DEPARTMENT: DATE: 27 Feb./73.  
 FROM: Municipal Engineer DEPARTMENT: OUR FILE #  
 SUBJECT: Canada Way YOUR FILE #

Further to our report on accident statistics at intersections along Canada Way dated 20 Feb./73, we wish to present the following breakdown of mid-block accidents that occurred during the same period:

Type	6 Months Before	6 Months After	Change
Right Angle	3	4	+33%
Turning	0	2	+
Rear Ender	13	15	+15%
Head-On	3	5	+67%
Side Swipe	4	10	+150%
Out of Control	8	7	-12%
<b>TOTAL</b>	<b>31</b>	<b>43</b>	<b>+40%</b>

The rather high increase in mid-block side-swipe accidents could possibly be the result of increased weaving brought about by recent speed reductions along Canada Way.

Again this report is for information only and no recommendations are contemplated at this time.

HB:pm

MUNICIPAL ENGINEER

- c.c. ( ) Municipal Manager
- ( ) R.C.M.P. (S/Sgt Hockstetter)
- (✓) Traffic Supervisor