

ITEM	19
MANAGER'S REPORT NO.	31
COUNCIL MEETING	1980 04 21

RE: LETTER FROM MR. IAN STEWART WHICH APPEARED ON THE AGENDA FOR THE
1980 APRIL 14 MEETING OF COUNCIL (ITEM 5g)
BUS PASSENGER LANDING AREA IN FRONT OF 4596 MARINE DRIVE

Appearing on last week's agenda was a letter from Mr. Ian Stewart regarding a bus passenger landing area on Marine Drive. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATION:

1. THAT the recommendations of the Municipal Engineer be adopted.

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TO: MUNICIPAL MANAGER 80 04 17
FROM: MUNICIPAL ENGINEER
SUBJECT: BUS PASSENGER LANDING AREA IN FRONT OF 4596 MARINE
DRIVE (MRS. BINNS)

RECOMMENDATIONS:

1. THAT Council endorse the establishment of the bus stop and passenger landing area in front of 4596 Marine Drive.
2. THAT Mr. Stewart of 4580 Marine Drive be informed of the decision to retain the bus stop and passenger landing area in its present location.

REPORT

As a result of a written complaint to the B.C. Hydro Transit over the condition of the existing bus stop eastbound Marine Drive at Strathearn Avenue, we were requested by Hydro to investigate the condition of the stop and make any improvements deemed necessary.

Our field inspection confirmed the original complaint that the drop off area was in very poor condition and has been further disrupted by vehicles parking in the bus stop area. To improve the landing area would have required the elimination of this parking area. It was further felt that the existing area was not the best for a bus stop landing because of the crossfall in the boulevard (this condition exists along the entire length of the south side of Marine Drive) and so another area was looked for that would be better and yet not too far away from the existing stop. It was felt the best area was in front of 4580 Marine, however this shoulder and boulevard area was being used by the resident for parking. The second choice was in front of 4596 Marine Drive. Although the boulevard had a fair slope to the south it did not appear to be used for parking and there were no signs of pedestrian path from the property to the roadway. The only indication of a path was from the driveway to the house.

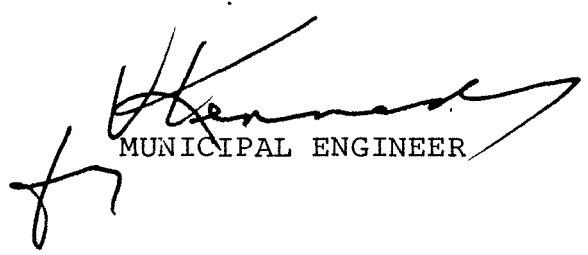
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After the bus stop was installed we received a complaint by phone from Mr. Stewart who advised that the bus landing was impeding his mother-in-law's vehicular access to Marine Drive. When a member of our staff phoned Mrs. Binns she advised that her main complaint was that her visitors had no place to park. She was informed that on-street parking is not guaranteed and is only available when space on the street is not required for traffic safety or the public good. Nothing in her reply to this statement gave us the impression that she was going to pursue the matter further.

Since then we have had a number of contacts with Mr. Stewart wherein he has presented a number of concerns of Mrs. Binns. One, that the bus landing area makes the eastbound exit from the driveway more difficult than it was previously when a portion of the shoulder could be used to merge with Marine Drive. While this particular aspect is no longer available the driveway is not blocked to access to Marine Drive. We advised Mr. Stewart that we could try and widen the west side of the driveway if that would satisfy Mrs. Binns. Another complaint was the difficulty Mrs. Binns would have in gaining pedestrian access to Marine Drive as the back of the bus landing was too high. We informed Mr. Stewart that we agreed it was too high to step directly on from the back side of the boulevard and that we would therefore build a step up to the landing if they will give us the location of where they would place a path. Mr. Stewart was to ask Mrs. Binns and then get back to us. To date we have not received a reply.

We feel that the basic complaint is the location of a bus stop in front of Mrs. Binns' property. This complaint is a frequent one and one that will continue to arise everytime we either put in a new stop or relocate a stop.


MUNICIPAL ENGINEER

HB/ch

c.c. () Traffic Supervisor