

ITEM	12
MANAGER'S REPORT NO.	23
COUNCIL MEETING	1980 03 24

RE: LETTER FROM MRS. NINA M. POTTER, LUIGI LUCIANI AND SILVIA ARROGNO  
BUS STOP AT 7776 CANADA WAY

Appearing on the agenda for the 1980 March 24 meeting of Council is a request from three residents on Canada Way for the relocation of a bus stop. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATIONS:

1. THAT the recommendation of the Municipal Engineer be adopted; and
2. THAT a copy of this report be sent to Nina M. Potter, Luigi Luciani and Silvia Arrogno.

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TO: MUNICIPAL MANAGER 80 03 17  
FROM: MUNICIPAL ENGINEER  
SUBJECT: BUS STOP AT 7776 CANADA WAY

RECOMMENDATION:

1. THAT the requested relocation of the existing bus stop in front of 7776 Canada Way be denied.

REPORT

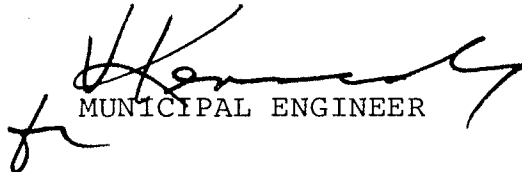
The captioned bus stop, see attached sketch, has been the subject of previous investigations by this Department, all at the request of Mrs. Potter, from whom the current letter has been received. These previous requests have all been to have the bus stop relocated from in front of her home at the captioned address. The reasons given for her request have varied with each request, as can be seen from the attached copy of a report to the Traffic Safety Committee on 77 02 04. These previous reasons have included:

1. Noise and fumes from buses stopped for several minutes with their engines idling. Please Note: This stop is not a lay-over point and buses would only be stopping when there are passengers loading or unloading and only for as long as it takes to complete the maneuver.
2. Buses blocking driveway preventing Mrs. Potter from exiting or entering, see Note in No. 1 above and aforementioned report to the Traffic Safety Committee.
3. Litter and refuse from bus patrons. Please Note: Site visits have failed to confirm the existence of a litter problem necessarily attributable to the bus stop. With the exception of close proximity to litter generators such as local grocery stores the majority of litter along Canada Way originates from passing automobiles.

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The subject bus stop, for westbound buses, is located within a residential area with adjacent westbound stops, at 10th and 14th Avenues and Canada Way, within 275 and 210 metres respectively. The persons using the bus stop in front of Mrs. Potter's residence would normally consist of her neighbours and children from the two schools in the vicinity, Twelfth Avenue Elementary School and St. Thomas Moore School. This stop is also located according to the "Selective Stop Policy", which has been adopted by the Traffic Safety Committee, in that the distance between existing stops is within the desirable range and the stop is a farside location. The suggested relocation contravenes this policy in that it would be a nearside stop, as shown on the attached sketch, and of necessity to comply with existing Bylaws would be located not in front of the vacant lot but in front of 7814 Canada Way.

In view of the fact that the subject bus stop location is established according to policy and that our previous investigations have failed to substantiate any of previous complaints we are recommending that the requested relocation of the existing bus stop in front of 7776 Canada Way be denied. We would also like to point out at this time that to acquiesce to this request would set a precedent for similar requests which could prove to be disruptive to the existing, and expanding, bus transit system.

  
MUNICIPAL ENGINEER

DE/ch  
Att.  
c.c. ( ) Traffic Supervisor



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COUNCIL MEETING	1980 03 24

TOWN CORPORATION OF THE DISTRICT OF BURNABY

INTER-OFFICE COMMUNICATION

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TO: Secretary DEPARTMENT:  
Traffic Safety Committee

DATE: 4 Feb./77

FROM: Municipal Engineer DEPARTMENT:

OUR FILE # Canada Wa

SUBJECT: BUS STOP IN FRONT OF 7776 CANADA WAY

YOUR FILE #

On 7 January, 1977, Mrs. N. Potter contacted the Engineering Department (Traffic Division) by phone and complained of the following:

1. The location of the bus stop in front of her property at 7776 Canada Way created a traffic hazard in that if the stop was occupied by a bus when she was attempting to turn left into her driveway, she was in danger of being involved in a rear-end collision.
2. The hedge on the northwest corner of the intersection of Canada Way and Twelfth Avenue creates a view obstruction for southbound Twelfth Avenue motorists.
3. The school crosswalk signal at Canada Way and Twelfth Avenue is a hazard to Canada Way traffic, as it only functions when operated by the school patrol.
4. During snow and ice conditions eastbound Canada Way traffic loses control on the down grade approach to Twelfth Avenue and frequently slides through the intersection four abreast.

The relocation of the bus stop was referred to the Transit Operations Supervisor - B.C. Hydro for his consideration. In a joint investigation with a member of his staff and a member of the Traffic Division, it was concluded that the stop was located in a policy location and that relocation of the stop in either direction would be detrimental to the desired distances between existing stops. There are similar bus stop locations within the Municipality that encroach on private driveway access.

Mrs. Potter was advised of this and she subsequently requested a meeting at the site.

Mr. L. Bates of B.C. Hydro and L. Fong of the Engineering Department met with Mr. and Mrs. Potter on 28 January, 1977, at the site and all aspects of transit operations and traffic control and safety in that area were discussed. Mr. and Mrs. Potter were advised that from a staff point of view, according to existing policies, no further action would be taken.

This is for the information of your Committee.

  
MUNICIPAL ENGINEER

LQF:cmg

Traffic Supervisor