

RE: INQUIRY OF COUNCIL
BUS STOPS: 120TH STREET AND KING GEORGE HIGHWAY, SURREY

On 1980 January 21, Council requested information on bus bays at specific locations in Surrey. The inquiry arose in connection with the following matter:

Traffic Safety Committee Report

"3. The Traffic Safety Committee submitted a report on the proposed improvements to the intersection of Canada Way and Edmonds.

The Traffic Safety Committee recommended:

- (1) THAT the Ministry of Transportation and Highways be requested to participate in the further investigation towards the implementation of the suggested channelization and signal improvements at the intersection of Canada Way and Edmonds Street.

MOVED:
SECONDED:

THAT the recommendation of the Traffic Safety Committee be adopted.

CARRIED UNANIMOUSLY

MOVED:
SECONDED:

THAT staff report back to Council on the ways and means that bus bays were located along Scott Road, 120th Street and the King George Highway in Surrey.

CARRIED UNANIMOUSLY"

Following is a report from the Municipal Engineer on this matter.

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TO: MUNICIPAL MANAGER 80 01 25
FROM: MUNICIPAL ENGINEER
SUBJECT: INTERSECTION OF CANADA WAY AT EDMONDS STREET
REPORTS - COUNCIL MEETING 1980 JANUARY 21

RECOMMENDATION:

1. THAT this report be received for the information of Council.

REPORT

King George Highway

The newly constructed urban standard of the King George Highway south from its intersection with the Fraser Highway has the curbs set back one metre (3 feet) at all bus stops. We have been advised by the Ministry of Communications and Highways (M.O.H.C.) that the present 2.4 metre (8 feet) parking lane resulted in a parked bus encroaching into the adjacent travelling lane. Because of the hazard this presented to the 60 Km/h traffic the M.O.H.C. decided at their expense to set the curbs back an extra metre at all bus stops.

120th Street or Scott Road

The explanation given by the M.O.H.C. for accepting the cost of standard bus bay set backs in the curbed sections of 120th Street was that the previous interim pavement had paved bus stops set off to the side of the road and therefore they were meeting an existing standard. Other factors were the 60 Km/h speed limit and the curb lane is a travelled lane.

In regard to the bus bays on Canada Way, the M.O.H.C. have again advised that all costs for such facilities on Canada Way will be the responsibility of Burnaby.


MUNICIPAL ENGINEER