

ITEM	7
MANAGER'S REPORT NO.	27
COUNCIL MEETING	1980 04 08

RE: LETTER FROM MR. JOHN BRAACX WHICH APPEARED ON THE AGENDA FOR THE
1980 MARCH 31 MEETING OF COUNCIL (5f)
BUS SHELTER AT HASTINGS STREET AND GILMORE AVENUE

Appearing on last week's agenda was a letter from Mr. John Braacx regarding the location of a recently installed bus shelter on Hastings Street. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 80 04 02
FROM: MUNICIPAL ENGINEER
SUBJECT: BUS SHELTER - EASTBOUND HASTINGS FAR SIDE GILMORE AVENUE

RECOMMENDATION:

1. THAT Mr. John Braacx, Symphony Hair Styling, 4120A E. Hastings Street, Burnaby, V5C 2J4, be sent a copy of this report.

REPORT

The installation of the captioned bus shelter, approved by Council on 80 01 28, was installed on 80 02 28 at which time we requested the relocation of the bus stop I.D. posts by B.C. Hydro and the bus zone sign and refuse receptacle by Municipal crews. These items initially contributed to some of the problems being experienced by pedestrians but were all relocated within a short time. We also had Municipal crews repair the asphalt strip between the curb and the concrete sidewalk as this area is now meant for the pedestrian traffic.

The attached sketch shows the existing situation there with the distances from the building, curb face, and boulevard tree shown as 0.34 m (13.5 inches), 1.55 m (61 inches), and 1.68 m (66 inches) respectively. While it is possible to increase the distance from the shelter to the curb by moving the shelter a few inches closer to the building we feel that the existing distance is adequate. For example the sidewalks on Canada Way, where the curb lane is a travel lane, are 1.68 m wide, including the curb which they abut.

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The problem we have observed, in response to Mr. Braacx's previous complaints, received by phone and at the counter of the Engineering Department, is that the shelter does create an obstruction but that the inconvenience is compounded by two factors. The tree located within 1.68 metres does not permit people to get over towards the curb soon enough to see if there are people approaching from the opposite direction. As a result there occasionally occurs "congestion" at this point as pedestrians sort themselves out. The other problem observed was when bus patrons stand in front of the bus shelter where the pedestrians are now required to walk. Passing pedestrians then have to weave their way through bus patrons (usually school age children when observed).

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In Mr. Braacx's letter he offers a couple of suggestions:

1. That the existing tree be removed.
2. That the shelter be cut down.

In response to Item 1 we would advise that we will be having the Parks Department remove the tree in question.

In response to Item 2 we feel that to reduce the size of the shelter would only generate additional complaints from bus patrons, many who now feel the present shelters are too small.

In summary we feel that with the exception of the existing tree location many of the problems the pedestrians are experiencing could be resolved if bus patrons would stand or sit in the shelter until the bus arrived instead of in the area between the curb and the shelter. However, we will monitor the area following removal of the tree in order to determine if some form of further corrective action may be required.


MUNICIPAL ENGINEER

HB/DE/ch

cc Director of Planning
Parks & Recreation Administrator

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Bus Shelter
 Hastings St. at Gilmore Ave.
 N.T.S. D.E. 80-02-06

HASTINGS ST.

