

ITEM	11
MANAGER'S REPORT NO.	13
COUNCIL MEETING	1983 02 21

RE: LETTER FROM MR. D. H. TRULSEN WHICH APPEARED ON THE AGENDA
FOR THE 1983 FEBRUARY 14 MEETING OF COUNCIL (ITEM 4a)
BUS STOP - 7281 CURTIS STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

* * * * *

TO: MUNICIPAL MANAGER

83 02 16

FROM: DIRECTOR ENGINEERING

SUBJECT: BUS STOP - 7281 CURTIS STREET

RECOMMENDATION:

1. THAT Mr. Trulsen of 7281 Curtis Street, Burnaby, B.C., V5A 1K1, and Mr. W. Mather, Senior Trust Officer, Ministry of the Attorney-General, be sent a copy of this report.

REPORT:

The subject bus stop was installed on 80 04 11 after approval by Council on 80 03 24. Copies of reports and correspondence pertaining to the establishment of this, and the eastbound stop, are attached. As can be seen from the letter of 80 02 21 from B.C. Hydro Transit (now Metro Transit) they requested the current stop location as being the most desirable due to its conforming with the adopted, by both Council and Metro, "Selective Stop Policy".

This policy requires that the majority of bus stops be established "farside the intersection" which the subject stop is, i.e. farside Augusta Avenue, see attached sketch. Burnaby Street and Traffic Bylaw, Section 13, 2, (k) reflects this policy in that this Section restricts the parking of vehicles at intersections where bus stops are established. The Bylaw states that:

"No person shall stop or stand a vehicle on any highway at intersections where buses stop for the purpose of allowing passengers to enter or alight therefrom, at a lesser distance than 80 feet from the near boundary of the intersecting highway measured along that side of the highway where such bus stop is situated."

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The 25 feet either side of a bus stop, referred to in Mr. Trulsen's letter refers to bus stops located at other than an intersection. The confusion as to which Bylaw applies results from the fact the Augusta Avenue at Curtis Street is a "T" intersection. It was due to this confusion and a complaint from Metro Transit, regarding vehicles parking within the restricted area, that the bus zone signs were installed.

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The "140 feet of parking" between the signs is in fact composed of 60 feet of pull-in, 45 feet of bus stopping area, and 25 feet of pull-out. The remaining 10 feet consists of extending the zone to either meet or incorporate existing parking restrictions. If this latter 10 feet were not included there might be a tendency to park immediately in front of or behind the bus zone and thereby violate another Bylaw such as that pertaining to driveway clearances. As a result of this bus stop and the bus zone signing neither 7271, 7281, nor 7291 Curtis have legal on-street parking.


At the time of the original investigation regarding the establishment of the subject bus stop the Engineering Department was aware that 7281 Curtis Street did not have an existing legal off-street parking area and that the bus stop would deny the resident legal on-street parking in front of the property. We attempted to contact the resident but were unsuccessful. The reason for our lack of success in contacting the resident became apparent when on 80 10 28 we received a letter from a Public Trustee of the Ministry of Attorney General. This letter was "Re: Estate of..." and requested the Municipality to provide, at our cost, a driveway to the subject property. A copy of our reply and a subsequent reply to a request to relocate the bus stop are attached to this report.

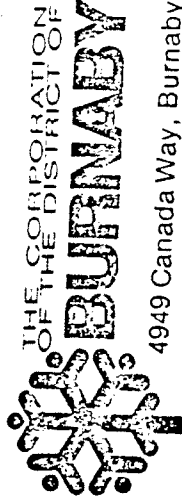
Since these two letters we have had dealings with three tenants, including Mr. Trulsen, who have enquired about the possibility of having a driveway installed to serve an off-street parking area. All tenants have been informed that it is possible to have a legal off-street parking area with a driveway access provided the cost of providing such access is borne by either themselves or the landlord. In response to one tenant's request on 82 01 20, an estimate of the costs was prepared but after eight attempts to contact the tenant with the information we assumed that he had subsequently vacated the premises.

Other than the problem of the misinformation regarding which Bylaw would be applicable for the subject bus stop, this situation developed due to the reluctance of the landlord to provide a legal off-street parking area.

This report is a follow-up to the discussions that have already taken place between staff, Mr. Trulsen and the other tenants.

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


DIRECTOR ENGINEERING



4949 Canada Way, Burnaby, B.C. V5G 1M2
Engineering Department

Telephone (604) 294-7460

80 02 04

B.C. Hydro and Power Authority
Transit Group
850 S.W. Marine Drive
Vancouver, B.C.
V6P 5Z1

Attention: Lloyd Bates

Dear Sir:

Re: REQUEST FOR BUS STOPS - CURTIS STREET
AT AUGUSTA AVENUE

We have received the captioned request from Mrs. Barrington-Foote of 299-5036. Our initial investigation of this request found that the request is warranted. The existing stops are as follows:

Westbound Curtis	
Farside Burnwood	
to	440 m
Northbound Duthie	
Farside Curtis	
Eastbound Curtis	
Farside Duthie	
to	350 m
Eastbound Curtis	
Nearside Phillips	

The new stops we are proposing are:

Westbound Curtis in front of 7311 Curtis and Eastbound Curtis, Farside Augusta.

The resultant spacing with these new stops would be:

Westbound	
Burnwood - 260 m - Augusta - 180 m Duthie	
Eastbound	
Duthie - 175 m - Augusta - 175 m Phillips	

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While this eastbound spacing is slightly below (approximately 5 m) the desirable minimum spacing we feel that in view of the new development in the area that there may be increasing demand for improvement in the bus servicing of the area. The proposed stops are, we feel, the best locations within the existing bus stop locations.

If you are in agreement with this request will you please notify us. We may seek Traffic Safety Committee approval before proceeding with installation as both proposed locations are in front of existing residences.

Thank you.

Yours truly,

E.E. Olson, P. Eng.
MUNICIPAL ENGINEER



by: H. Bacon
TRAFFIC SUPERVISOR

DE/ch

c.c. () Traffic Supervisor



BRITISH COLUMBIA HYDRO AND POWER AUTHORITY

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COUNCIL MEETING 1983 02 21

RECEIVED IN
ENGINEERING DEPT.

FEB 22 1980

DATE
21 FEB 1980

TRANSIT GROUP
850 S.W. Marine Drive
Vancouver, B.C.
V6P 5Z1

21 February 1980

Municipality of Burnaby
Engineering Department
Municipal Hall
4949 Canada Way
Burnaby, B.C.
V5G 1M2

Attn: Mr. D. Evans

Dear Sir:

RE: REQUEST FOR BUS STOP - CURTIS STREET AT AUGUSTA AVENUE

I am writing in reply to your letter of 8 February 1980 regarding the above subject.

We agree with the proposal as outlined in your letter, however, with one small refinement. We prefer the location of the proposed bus stop westbound Curtis at August to be in front of 7281 Curtis instead of 7311 Curtis. This location would conform to a more desirable farside bus stop position and also lessen conflict with driveway entrances.

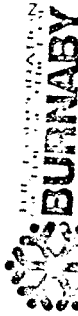
Thank you for writing to us regarding this matter. Please advise once you have received approval.

Yours truly,

J.L. Bates
Transportation Services Assistant

JLB:s1

cc: Messrs. V.L. Sharman
J.A. Souter



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SECRETARY, TRAFFIC INTER-OFFICE COMMUNICATION
SAFETY COMMITTEE DEPARTMENT:

DEPARTMENT:

FROM: MUNICIPAL ENGINEER DEPARTMENT:

SUBJECT: REQUEST FOR BUS STOPS - BOTH DIRECTIONS ON CURTIS
STREET AT AUGUSTA AVENUE

DATE: 80 03 05

OUR FILE #

YOUR FILE #

The captioned request was received from Mrs. Barrington-Foote of 1205 Augusta Avenue. Our investigation of this request found that the requested stops were warranted based upon existing bus stop spacing and the increasing development within the immediate vicinity.

In keeping with policy positions for bus stops, the eastbound stop will be farside Augusta Avenue and the westbound stop position will be in front of 7281 Curtis Street which is farside the Augusta Avenue leg of this "T" intersection. These stop locations are shown on the attached sketch.

The B.C. Hydro Transit have been advised of this request and are agreeable to the suggested stop locations.

These two stops are on a street with gravel shoulders and the volumes on Curtis are high for this standard of street. Therefore, if approved, the Engineering Department will be providing asphalt pull-off areas leading up to the existing concrete sidewalks which will serve as passenger loading areas.

STAFF RECOMMENDATIONS:

1. THAT the Traffic and Safety Committee approve the establishment of two new bus stops on Curtis Street at Augusta Avenue, one eastbound Curtis farside Augusta and the other westbound farside Augusta in front of 7281 Curtis Street.
2. THAT B.C. Hydro Transit Group and Mrs. Barrington-Foote be notified of this approval.

HB/ch

c.c. () Traffic Supervisor

MUNICIPAL ENGINEER



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INTER-OFFICE COMMUNICATION

TO: MUNICIPAL ENGINEER DEPARTMENT: DATE: 1980 MAR. 25

FROM: MUNICIPAL CLERK DEPARTMENT: OUR FILE # 20-2

SUBJECT: REQUEST FOR BUS STOPS - BOTH DIRECTIONS ON
CURTIS STREET AT AUGUSTA AVENUE

This is to advise that Council on 1980 March 24 received the attached report of the Traffic Safety Committee relative to the captioned request and adopted the recommendations contained therein, namely:

- a) "That Council approve the establishment of two new bus stops on Curtis Street at Augusta Avenue, one eastbound Curtis farside Augusta and the other westbound farside Augusta in front of 7281 Curtis Street.
- b) That Mr. J.L. Bates, British Columbia Hydro Transit, 850 Southwest Marine Drive, Vancouver, B. C. V7P 1R8 and Mrs. G. Barrington-Foote, 1205 Augusta Avenue, Burnaby, B.C. V5A 2B5 be notified of this approval."

Would you please arrange to comply with Council's direction in this regard.

B.D. Loehe
Deputy Municipal Clerk

RDS:ef
attach.
cc: Traffic Supervisor
Secretary, Traffic Safety Committee

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RECEIVED BY
ENGINEERING DEPT.

APR 3 1980

JHS
APR 3 1980
JHS
APR 3 1980

3 April, 1980

Mr. B.D. Leche,
Deputy Municipal Clerk
Municipality of Burnaby
Municipal Hall
4949 Canada Way,
Burnaby, B.C.
V5G 1H2

Dear Mr. Leche:

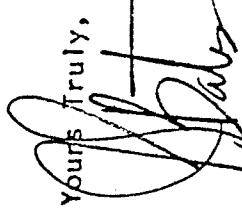
New Bus Stops - Curtl's Street and Augusta Avenue

I am writing in connection with your letter dated 25 March 1980 regarding the above noted subject.

This will confirm the new bus stop locations will be effective Friday, 11 April 1980.

Thank you for writing.

Yours Truly,

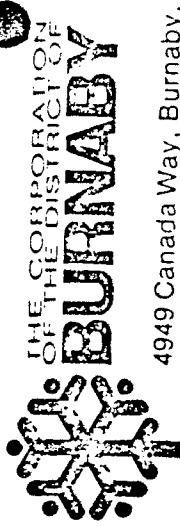


J. J. Bates
Transportation Services Assistant

JLB:jls

cc: Mr. H. Bacon ✓
Traffic Supervisor
Municipality of Burnaby

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4949 Canada Way, Burnaby, B.C. V5G 1M2
Engineering Department

Telephone (604) 294-7460

80 10 20

Your File: 220845

Ministry of Attorney General
Public Trustee
265 - 800 Hornby Street
Vancouver, B.C.
V6Z 2E5

Attention: W. Mather
Senior Trust Officer

Dear Sir:

Re: ESTATE OF KARL WASCHL aka CHARLES WASCHL, Patient
Property at 7281 Curtis Street, Burnaby, B.C.
(Bus stop in front of house)

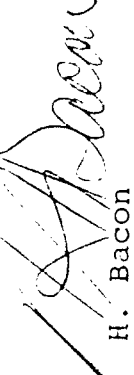
In response to your letter of 1980 October 10, we would advise that the bus stop in question was approved by the Municipal Council and is situated in a policy position as it relates to the "T" intersection of Curtis Street and Augusta Avenue.

While it is true that the resident living at 7281 Curtis Street has been denied the use of the public street in front of his home for parking the same can be said for not only other residences where bus stops are located but also on streets where for capacity reasons we have had to completely ban parking. It was because of previous complaints related to having bus stops in front of one's home that we established many years ago a policy covering bus stop locations. Without such a policy we would be continually relocating bus stops.

In view of the above we are unable to assist in your request that the subject stop be relocated to another location.

Yours truly,

E.E. Olson, P. Eng.
MUNICIPAL ENGINEER

by: 
H. Bacon
TRAFFIC SUPERVISOR

HB/ch

c.c. (✓) Traffic Supervisor

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RETYPED FOR CLARITY

80 10 11

Your File: 220845

Ministry of Attorney-General
265 - 800 Hornby Street
Vancouver, B.C.
V6Z 2E5

Attention: W. Mather

Dear Sir:

Re: ESTATE OF KARL WASCHL, otherwise known
as CHARLES WASCHL, Patient
Property at 7281 Curtis Street, Burnaby,
B.C. (Bus stop in front of house)

In reply to your letter of 1980 October 28, we must advise that we are unable to accede to your request that the Municipality pay for the construction of a driveway to the subject property. Accesses to all private properties are constructed at the property owner's expense. For the Municipality to provide, free of cost, accesses to private property because on-street parking has been denied would set a serious precedent whereby any individual denied on-street parking could claim a compensation.

matter. We hope you appreciate our position in this

Yours truly,

E.E. Olson, P. Eng.
MUNICIPAL ENGINEER

by: H. Bacon
TRAFFIC SUPERVISOR

HB/ch

c.c. () Traffic Supervisor

