

ITEM 12
MANAGER'S REPORT NO. 44
COUNCIL MEETING 85/06/24

RE: LETTER FROM MRS. FRANCIS CRATE, PRESIDENT BRANCH 22, OLD AGE PENSIONERS,
WHICH APPEARED ON THE AGENDA FOR THE 1985 JUNE 17TH (Item 3 f)
REQUEST FOR RETURN OF BUS STOP IN FRONT OF SAFEWAY - 4400 BLOCK HASTINGS STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1985 06 14
FROM: DIRECTOR ENGINEERING
SUBJECT: EASTBOUND HASTINGS STREET, FAR SIDE ROSSER AVENUE

RECOMMENDATIONS:

1. THAT Mrs. Francis Crate, #303 - 371 South Ellesmere Avenue, receive a copy of this report.

SUMMARY:

The bus stop on Hastings Street east of Rosser Avenue was eliminated by Metro Transit in favour of the stop on Hastings Street west of Rosser Avenue after approval by Council on 1985 April 29. The reasons for removal included safety and convenience for bus riders, efficiency of operation of the transit system, and restoring on-street parking on Hastings Street. The additional distance required by some transit users to walk to the remaining stop location is not considered to be unreasonable.

REPORT:

On 1985 April 29 Council adopted the recommendation of the Traffic Safety Committee to remove seven redundant bus stops, including the captioned one. Attached to this report is a copy of the Committee report to Council.

The decision by both the Engineering staff and Metro Transit staff as to which of the two bus stops in close proximity should be removed was based primarily on safety rather than convenience or ridership. The bus stops closest to a signalized intersection were the preferred ones because any transit users also having to cross Hastings Street would most likely do so at the signal.

The maximum additional distance that anyone would have to walk from the former bus stop I.D. post on Hastings east of Rosser to the existing bus stop I.D. post on Hastings west of Rosser is 162 metres. This distance is not considered excessive when compared to the Metro Transit policy that establishes 400 metres as the maximum desirable distance to any bus route from any dwelling.

To reestablish the Rosser stop would return some of the former problems Metro was trying to eliminate. One of these problems is that when bus stops are located too close together there is considerable discomfort, and possible hazard, to bus riders created from buses stopping and starting in a relatively short distance. 131

One of the main concerns expressed by a few persons who contacted the Engineering Department after the removal of the subject stop was that the new stop did not have a bus shelter. This is regrettable but unavoidable due to the nature of the businesses, i.e., small store fronts adjacent the remaining bus stop west of Rosser. One of the criteria inherent in the current Council policy regarding bus shelter installation is that they not be installed in a location such that the shelter would constitute a visual obstruction to adjacent businesses. Nonetheless, these businesses all have an existing building overhang, or in one case a canopy, that will provide a degree of shelter to persons waiting for a bus.

We made attempts to get in touch with the petitioner (Mrs. Crate) but at the time of writing this report we have not been successful in reaching her. We are continuing our attempts to reach her in order to apprise her of the contents of this report.

DE:cf
cc: () Traffic Supervisor
Attach.


DIRECTOR ENGINEERING

ITEM 12
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REPORT
REGULAR COUNCIL MEETING
1985 April 29

D. HASTINGS STREET - BOUNDARY ROAD TO DELTA AVENUE

RECOMMENDATION:

1. THAT the following seven bus zones listed be removed as redundant to existing bus service.

- i) Westbound farside Beta Avenue
- ii) Westbound farside Rosser Avenue
- iii) Westbound farside Carleton Avenue
- iv) Westbound farside McDonald Avenue
- v) Eastbound farside Carleton Avenue
- vi) Eastbound farside Rosser Avenue
- vii) Eastbound farside Alpha Avenue

.. (CARRIED UNANIMOUSLY)

R E P O R T

A memorandum dated 1985 April 09 was received from the Director Engineering regarding a recent review of bus stop spacings along Hastings Street from Boundary Road to Delta Avenue, the contents of which are contained hereunder:

"This Burnaby Engineering Department in conjunction with the B.C. Transit have undertaken a review of the bus stop spacings along the subject section of Hastings Street.

The review was prompted by recent changes in stop locations brought about by the left turn channelization on Hastings Street. These changes resulted in many stops being only 300 feet apart. It was therefore agreed by both parties that seven stops in total could be removed without seriously affecting the level of service to bus patrons. As each bus zone occupies the space for up to four vehicles, there is the additional benefit to the merchants of additional customer parking.

The bus zone locations felt to be redundant are:

- 1. Westbound farside Beta Avenue
- 2. Westbound farside Rosser Avenue
- 3. Westbound farside Carleton Avenue
- 4. Westbound farside McDonald Avenue
- 5. Eastbound farside Carleton Avenue
- 6. Eastbound farside Rosser Avenue
- 7. Eastbound farside Alpha Avenue

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the seven bus zones listed in this report be removed as redundant to existing bus service."

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