

REPORT  
REGULAR COUNCIL MEETING  
1985 March 04

File: F.F. 20-2

THE CORPORATION OF THE DISTRICT OF BURNABY

TRAFFIC SAFETY COMMITTEE

HIS WORSHIP, THE MAYOR  
AND ALDERMEN

Madam/Gentlemen:

REPORT OF THE TRAFFIC SAFETY COMMITTEE

A meeting of the Traffic Safety Committee was held in the Council Chamber, Municipal Hall, 4949 Canada Way, Burnaby, B.C. on Tuesday, 1985 February 26 at 6:00 p.m.

PRESENT:

Alderman Egon Nikolai, In the Chair  
Alderman L.A. Rankin  
Mr. Rob Weston, B.C. Motor Transport Association  
Mr. John Brucker, Burnaby Safety Council  
Mrs. A.L. Smith, Parent Teacher Council  
Mr. John Woods, Citizens Representative  
Mr. W.B. Bennett, Metro Transit Representative  
Mr. William Anderson, Senior Citizens Representative

ABSENT:

Alderman A.H. Emmott, Chairman  
Mr. K.R. Beedie, Burnaby Chamber of Commerce  
Mr. B.J. Jones, School Board Representative

A. "NO STOPPING ANYTIME" ZONES ON HASTINGS STREET - BOUNDARY ROAD TO DELTA AVENUE

RECOMMENDATION:

1. THAT the following three bus zone extensions on Hastings Street be approved:
  - (a) Westbound, far side Gamma Avenue - extend 12 metres to the West;
  - (b) Westbound, far side Willingdon Avenue - extend 12 metres to the West;
  - (c) Westbound, far side Gilmore Avenue - extend 12 metres to the West.

(CARRIED  
OPPOSED: Mr. Woods)

R E P O R T

A report dated 1985 February 04 was received from the Director Engineering regarding buses blocking the through lane of traffic on Hastings Street, the contents of which are contained hereunder:

: - AGENDA 1985 MARCH 04  
: - COPY - Municipal Manager  
: - Director Engineering

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"As this Committee is aware traffic management measures were instituted on the captioned section of Hastings Street in an effort to improve its vehicle speed and capacity. The purpose of this measure was to draw commuter vehicles now using minor residential streets back to the the Provincial arterial highway.

The traffic management method used was the provision of painted left turn channelization at every second intersection and the banning of left turns off Hastings Street at the other intersections not so treated. In order to accommodate the change in alignment of the through traffic lanes on Hastings at the left turn channelizations it was necessary to clear curb parking for the length of the left turn markings. At those locations with bus zones it was necessary to place the zone beyond the end of the left turn area to prevent the bus blocking the right hand through lane.

Since the introduction of this measure we have received many complaints related to buses blocking the through lane of traffic. We have checked these complaints in the company of Metro Transit officials and the R.C.M.P. and have found that in addition to illegal parkers in the bus zones there were a number of zones where two buses frequently arrived together. When this occurred the second bus was required to stop in the through lane. While enforcement will handle those zones where only illegal parking is involved, those zones that frequently receive two buses at once will need to be extended to accommodate two buses rather than a single unit. These zones are:

Location

Westbound, far side Gamma  
Westbound, far side Willingdon  
Westbound, far side Gilmore

Recommendation

Extend 12m to the west  
Extend 12m to the west  
Extend 12m to the west

STAFF RECOMMENDATION TO THE TRAFFIC SAFETY COMMITTEE:

1. THAT the noted three bus zone extensions be approved."

Respectfully submitted,

Alderman Egon Nikolai.  
Acting Chairman  
Member

Alderman L.A. Rankin,  
Member