

RE: LETTER FROM MR. AND MRS. JOHN DOUGLAS WHICH APPEARED ON THE AGENDA FOR THE
NOVEMBER 23RD MEETING OF COUNCIL (ITEM 4 F)
REQUEST FOR RELOCATION OF BUS STOP AT 5231 SPRUCE STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1987 NOVEMBER 25

FROM: DIRECTOR ENGINEERING

SUBJECT: REQUEST FOR BUS STOP RELOCATION - 5231 SPRUCE STREET

RECOMMENDATION:

THAT Mr. & Mrs. John Douglas of 5231 Spruce Street, Burnaby
B.C., V5G 1Y7, be sent a copy of this report.

S U M M A R Y

A request from an adjacent resident for the relocation of a bus stop is a common one and the reasons given are frequently similar to those given by Mr. and Mrs. Douglas. There is no evidence to substantiate that the existence of a bus stop results in a devaluation of the property. The subject bus stop, while in a non-standard location, is situated in the best location available, considering service to the transit-using public.

R E P O R T

At its meeting of 1987 November 23, Council received a letter from Mr. and Mrs. John Douglas, 5231 Spruce Street, requesting that the bus stop in front of their house be moved to another location. The bus stop is a non-standard stop location in that it is located nearside the intersection of Spruce Street and Royal Oak Avenue. The westbound Spruce Street bus turns right onto northbound Royal Oak Avenue. Nearside stops where the bus makes a right turn at the intersection are considered acceptable stop locations as one of the main problems of such locations (vehicles turning right in front of a through bus) does not exist.

The advantages for this particular stop location are: it is on a completed street with concrete sidewalks; only two parking spaces were required to be prohibited; it is in closer proximity to the existing street lights; and it is closer to the potential transit users. To relocate this bus stop to a standard farside intersection location, ie., northbound Royal Oak farside Spruce Street would require the paving of a bus pull-off area, the construction of a bus passenger landing area, and the construction of a pedestrian walkway to connect the bus stop to the existing sidewalk on Spruce Street. It would also require the removal of three existing legal parking stalls. The distance to the nearest existing street light would double from approximately 18 metres to 36 metres.

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The Douglas' letter states that the bus stop is hindering the sale of their home that they bought in 1980 when the stop was in its current location. They also claim that "...houses further down can get up to \$20,000.00 more". The current assessment on 5231 Spruce Street is \$117,500.00 and the assessments on the next four properties to the east are \$137,650.00, \$124,600.00, \$102,900.00, and \$85,800.00 respectively. Across the street from the subject property is a property assessed at \$186,550.00 which also has a bus stop in front of the house.

We have been informed by the Assessment Authority that the proximity of a bus route can be a positive factor affecting property assessments but the location of bus stops is not considered a factor. In any event, as Council is aware, the governing factor in setting assessments is the market value of the property.

The reasons given in the Douglas' letter (devalued property and lack of parking) for not wanting a bus stop in front of their house are typical of complaints received from other locations where the adjacent resident does not want a bus stop. To allow these criteria to determine bus stop locations could result in the transit system not adequately serving the public due to lack of stops or poorly located stops.

In conclusion, the Engineering Department is of the opinion that the bus stop should remain in its present location.

DE:dp

cc: Traffic Supervisor


DIRECTOR ENGINEERING