

RE: BUS STOP - 6700 BLOCK SALISBURY AVENUE

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 SEPTEMBER 20

FROM: DIRECTOR ENGINEERING

SUBJECT: BUS STOP - 6700 BLOCK SALISBURY AVENUE

PURPOSE: TO ADVISE COUNCIL OF THE REASONS FOR
RETAINING THE SUBJECT BUS STOP IN ITS
CURRENT LOCATION.

RECOMMENDATIONS:

1. THAT Council endorse the current bus stop location within the 6700 Block Salisbury Avenue.
2. THAT Emilio Anselmo, 6778 Salisbury Avenue, Burnaby, B.C. V5E 2Z2, be sent a copy of this report.

REPORT

When Mr. Anselmo appeared at the Engineering Department counter requesting the bus stop in front of his house be removed to provide on-street parking, he was advised that the bus stop was installed according to a Council adopted policy. This policy, referred to as the "Farside Stop" policy adopted in 1958, was formulated by the transit company to ensure the safe and efficient operation of the transit system, as well as provide a good level of service to the public. The basic requirement of this policy is the location of the bus stop relative to the nearest intersection.

The location of the bus stop is usually on the departure, or farside, of an intersection and encompasses a distance of 25 metres (80 feet) from the property line of the intersecting street, see attached sketch #1. The distance of 25 metres is also covered within the Burnaby Street and Traffic Bylaw, Section 13(2)(k) which 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."

This 25 metre distance incorporates the 6 metre corner clearance in which no vehicles are permitted to stop, 12 metres for the length of the bus and 7 metres to allow the bus to pull out of the stop.

The farside of an intersection location is preferred because it requires that bus patrons disembarking from a bus walk to the rear of the bus to cross the street within the legal crosswalk. This is deemed a prime safety feature because it eliminates bus patrons from crossing in front of the bus and stepping out from behind the stopped bus. Buses require 18 metres of pull-in space to get parallel to the landing area, therefore the farside location allows the width of the intersection, including corner clearances, to be used as pull-in which reduces the amount of on-street parking to be restricted.

The subject bus stop location is installed according to this requirement and is also located within the parameters established by the transit company for the spacing of bus stops. The ideal spacing between bus stops is 230 - 240 metres (750-800 feet) and the maximum spacing is 365 metres (1200 feet). The distances to the nearest bus stops from the subject bus stop are approximately 216 metres (708 feet) south and 200 metres (644 feet) north, see attached sketch No. 2. To eliminate this stop would result in the distance between stops exceeding the maximum spacing required by the transit company.

The bus stop in question is located within a residential neighbourhood and the users of this stop are usually local residents. The stop is not a transfer point and there are no commercial or business premises in the vicinity such that this is the closest bus stop to serve them.

The reasons stated in Mr. Anselmo's letter requesting the removal of the bus stop are typical of those reasons given for not wanting a bus stop in front of a residence. It would be almost impossible to provide a reasonable transit service into a residential area if one of the requirements was that the bus stop locations must not be adjacent to a residential property. This particular bus stop has been at its present location for several years, whereas the dwelling unit at 6778 Salisbury Avenue was issued its occupancy permit on 1987 April 15.

The proposed bus route revision referred to in the correspondent's letter is a re-routing of the bus from Burris Street and Walker Avenue to Imperial Street and Canada Way. This revision is still subject to review but in any event would not affect the subject bus stop location, other than increasing the distance from it to the next stop north.

With the exception of one bus transfer observed in the street gutter north of the subject bus stop the litter in the vicinity could not be directly attributed to bus patrons. The amount of litter was typical for any street in Burnaby, including non-bus routes and was composed primarily of refuse originating in fast food restaurants and grocery stores which could have come from passing vehicles or pedestrians. This bus stop location would not warrant the installation of a litter receptacle.

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Mr. Anselmo's statements regarding the staff position infer that staff have the authority to alter or change Council policies but that they refuse to do so without direction from Council. The position of staff has always been that deviations from Council policy must be supported by extenuating circumstances, such as situations which compromise traffic safety, and be approved by Council.

In summary, the existing bus stop meets the Council adopted policy location and meets the requirements of the transit company regarding the spacing of adjacent bus stops. The reasons given for the removal of the bus stop are typical of the reasons given as to why no one wants a bus stop adjacent to their property. To allow these reasons to control the location of a bus stop could jeopardize the integrity of the transit system and its ability to provide a safe and effective service. The subject bus stop has been reviewed and no extenuating circumstances noted that would justify its relocation or removal.

Mr. Anselmo has been advised of the recommendations in this report.

DE:ka
Attach. (2)

cc: Traffic Supervisor


DIRECTOR ENGINEERING

ITEM

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MANAGER'S REPORT NO. 61

COUNCIL MEETING

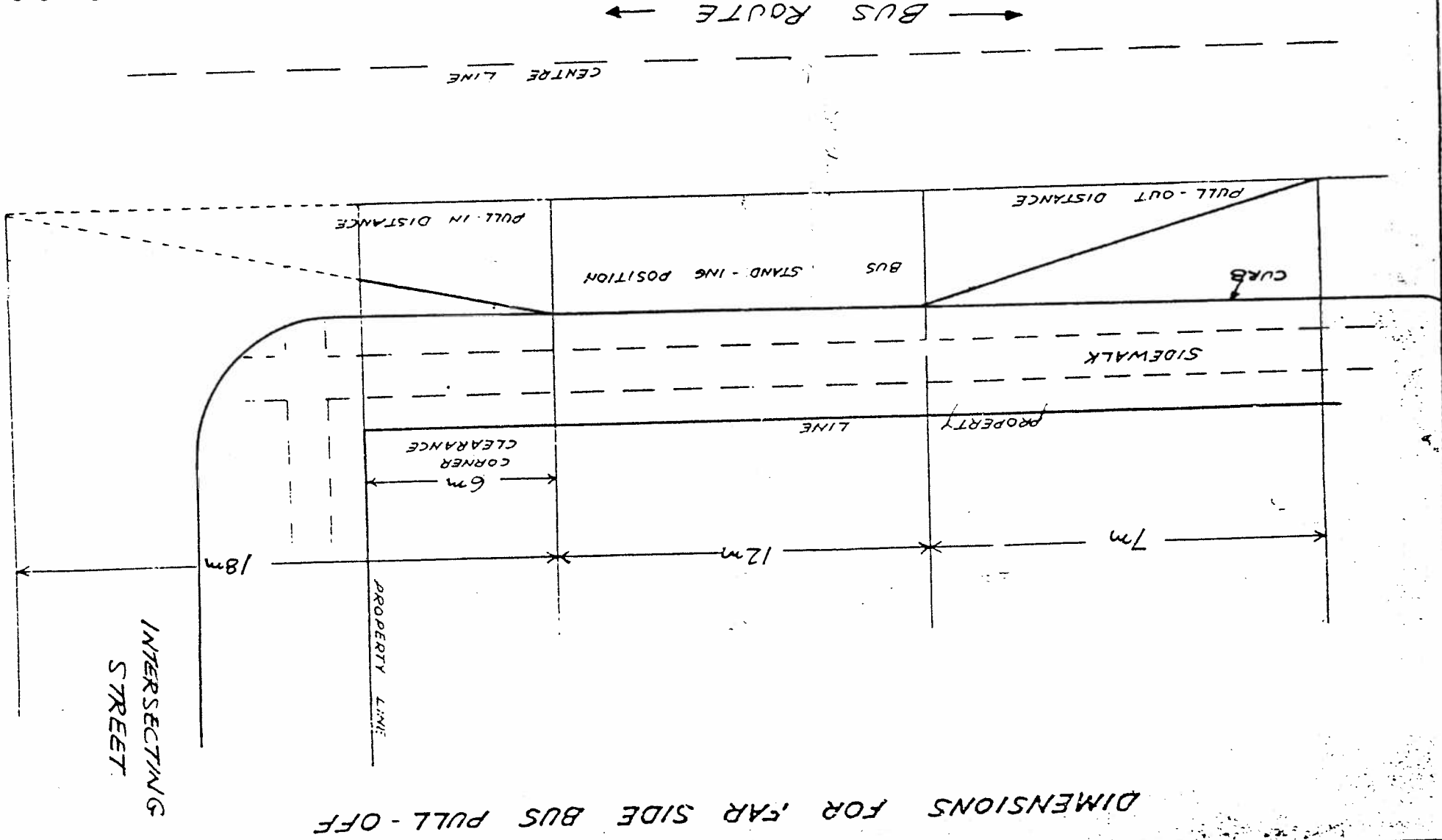
88/09/26

Revised 88-09-20
April 13th, 1956

SKETCH # 1

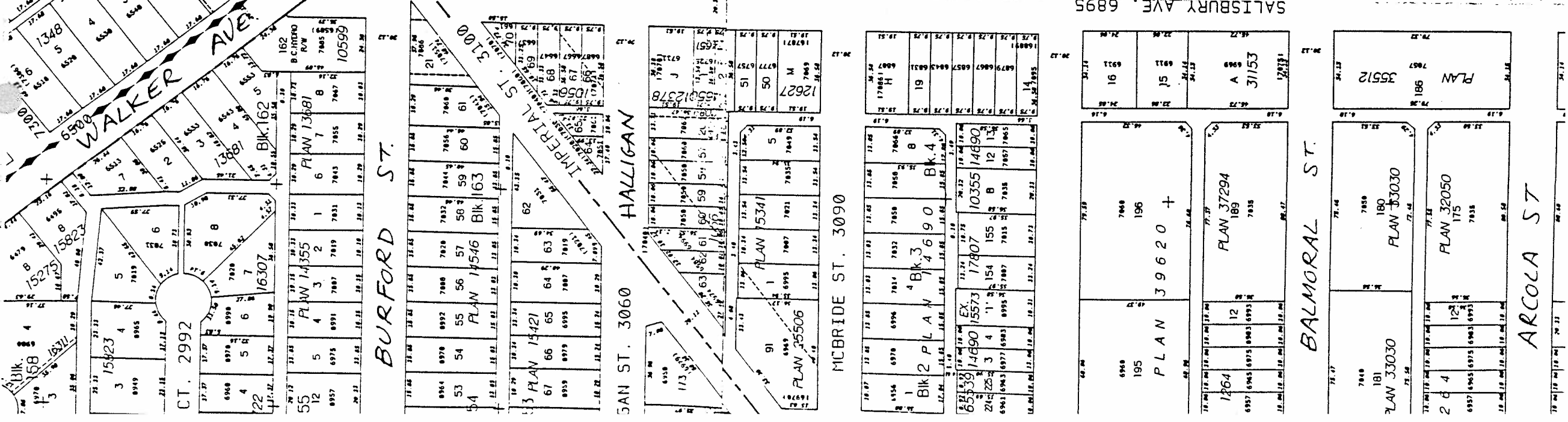
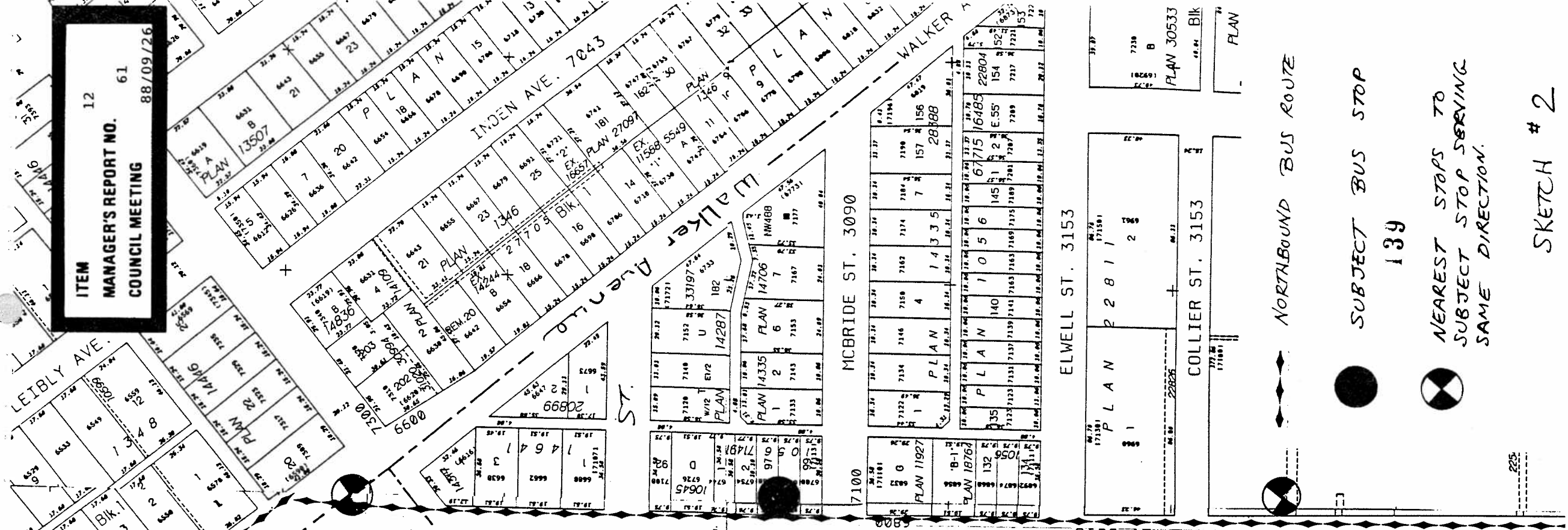
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DIMENSIONS FOR FAR SIDE BUS PULL-OFF

ITEM 12
 MANAGER'S REPORT NO. 61
 COUNCIL MEETING 88/09/26



NORTHBOUND BUS ROUTE

SUBJECT BUS STOP 139

NEAREST STOP SERVING SUBJECT STOP SERVING SAME DIRECTION.

SKETCH # 2

