

RE: LETTER FROM E.B. MELVIN AND P.A. MELVIN, 7110 HALIFAX STREET,
NEW BUS STOPS IN NORTH BURNABY

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1989 AUGUST 16

FROM: ACTING DIRECTOR ENGINEERING

SUBJECT: NEW BUS STOPS IN NORTH BURNABY

PURPOSE: To provide Council with an overview of proposed bus stop locations about which concerns have been registered.

RECOMMENDATIONS:

1. THAT a copy of this report be sent to the North Burnaby residents who have voiced concerns regarding the location of new bus stops.
2. THAT a copy of this report be sent to B.C. Transit.

REPORT

1.0 INTRODUCTION

In 1989 September, changes to the bus routings, in accordance the North Burnaby Transit Area Plan, will go into effect. Before implementing these changes, bus stop locations have to be confirmed.

At its meeting of 1989 July 24, Council received a report (Item 20, Manager's Report No. 4) which described the proposed bus stop locations in North Burnaby. At that time Council approved the following recommendations:

1. "THAT the bus stop locations as described in this report be approved.
2. THAT staff proceed with the notification of affected residents and the installation of the required signing, landing area improvements, and road improvements to allow the implementation of the North Burnaby transit improvements."

1.0 INTRODUCTION (Cont'd.)

Since then staff have notified adjacent property owners at the proposed locations while B.C. Transit staff have, because of workload scheduling constraints, installed the new bus stop identification posts.

We have to date received telephone complaints from residents regarding 10 stop locations. We have reviewed each of these locations in field with B.C. Transit staff and their written assessment is attached as Exhibit A. Our comments relative to specific stops follow.

2.0 REVIEW OF COMPLAINTS

When B.C. Transit locates bus stops it does so with a consideration to providing maximum safety, efficiency of operation and service to transit users. Apart from regular spacing these precepts result in pairing bus stops, usually at the farside of intersections. In residential areas every effort is made to seek locations that are not adjacent to dwellings in order to minimize complaints. People do not like having a bus stop near them because of the activity, noise, fumes and litter that is perceived to be generated. However, the strongest objection to bus stops is that they preempt on-street parking. Unfortunately, if bus routes are to adequately serve residential areas it will be necessary to locate bus stops in front of some people's houses.

A more specific stop by stop discussion of complaints follows.

2.1 ROUTE 134 (See Exhibits 2, 3, 4 attached.)

5740 Halifax Street at Holdom (Mrs. Menini)

Mrs. Menini was concerned that two parking stalls adjacent to her house would be lost. She also expressed concern that Halifax was too narrow to carry a bus route. She also expressed a concern that Holdom was very steep and this presents problems for buses turning left into Halifax. Apparently, years ago a bus had flipped over trying this maneuver.

The bus stop location is "standard" and it would not be possible or desirable to move it upstream or downstream. B.C. Transit has field tested the route and we understand that there is no overriding safety concern on their part. While it would be desirable to route buses on collector standard streets (or better) this is not always possible. There are buses currently, safely using 28 foot residential streets in Burnaby.

6110 Halifax (Mrs. Cawthra)

Objection to placement of bus stop.

Stop is in standard location and there are no better locations.

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2.1 ROUTE 134 (Cont'd.)

7110 Halifax (Mr. E.B. Melvin)

Mr. & Mrs. Melvin have also written to Council to register their objection to placement of the bus stop.

Stop is in standard location and there are no viable alternatives.

On Halifax Adjacent 1820 Yeovil Avenue (Edward Casola)

Objection to placement of bus stop. "Can it be moved across lane adjacent to church?"

Mr. Casola's suggestion for marginally moving the stop appears to be feasible. We will notify the church and work with B.C. Transit to implement the change.

2237-2251 Duthie Avenue (Ray O'Niel, Mrs. Stewart)

This stop is in a non-standard and less than ideal location but its siting is constrained by a school crosswalk to the north (it is better to locate the stop far side of the crossing rather than nearside). Pushing the stop south runs afoul of a fire zone stopping ban across from the Duthie Firehall.

Mrs. Stewart is most concerned with safety relative to the nearby school crosswalk and the 'T' intersection with Montecito. Mr. O'Niel has the additional concern that he needs on-street parking to provide level access to his house (he suffers from a walking disability).

While the options are limited we are exploring the possibility of leaving a short parking zone between the crosswalk and bus zone prohibitions. We will also be consulting the Fire Department to see whether they could safely accommodate a bus zone across from the firehall. We will also endeavour to prevail upon B.C. Transit to not use this stop as a layover point to minimize exposure to risk.

2515 Duthie Avenue (Mrs. Beaton)

Objections to bus stop placement. Can it be moved to Broadway?

Locating this stop on Broadway was initially considered. However, it was determined during the field test that a bus could not pull off the roadway after making the left turn to Broadway. Locating the stop at this point, which is actually at the north end of the property at 2515 Duthie, allows for the bus to re-enter the travel portion of the roadway after making its stop. This also leaves a small parking area adjacent Mrs. Beaton's residence.

2.1 ROUTE 134 (Cont'd.)

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7377 Broadway (Anonymous)

Concerned that bus will not be able to pull off roadway sufficiently to avoid being hit by speeding cars.

Asphalt pullouts are to be constructed for all stops on unfinished streets. This will provide an area for a bus to pull completely off the travel lane of the road.

2.2 ROUTE 136 (See Exhibit 5 attached.)

On Parker adjacent 1004 Springer Avenue (Mrs. McDonald)

Objection to bus stop placement.

Stop in standard location. However, relocating the stop to the nearside of Springer Avenue is being considered.

An additional stop is being discussed for the midpoint of Parker/Springer and Parker/Holdom due to the distance between these locations. If this is accepted, Parker/Springer can be relocated to maintain stop spacing.

On Parker adjacent 957 Springer (Mr. Yip)

Feels there is insufficient room for bus to stop between his driveway and Springer Avenue.

The standard length of the transit bus for this route will be 40'. There is approximately 50-60' of curb between the driveway and the curb return at Springer Avenue. This should be an adequate distance.

On Parker Adjacent 939 Holdom (Mrs. Wilson)

Objection to bus stop placement. Stop interferes with driveway.

This stop is in a standard bus stop location. It is important to B.C. Transit that it be situated here as this intersection functions as a transfer point for Routes 134 and 136.

The actual stop is located west of her driveway at a walkway serving the residential area north of Parker Street. The driveway should not be obstructed if the stop is positioned properly. We will verify this.

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3.0 CONCLUSIONS

Because of the tight implementation schedule, it may be necessary to leave stops as they are, pending further investigation and consultation with B.C. Transit staff. It would be appropriate that the people who objected to bus stop locations be sent a copy of this report.



ACTING DIRECTOR ENGINEERING

for

EJ/PL:je
Attach.

cc: Traffic Supervisor

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EXHIBIT 1

8. Halifax adjacent to 1820 Yeovil. Planned stop is standard FS. Potentially it could be moved approx 100' East to become FS driveway in front of church. However, this relocation would require measures to ensure no vehicles park in the bus stop area. The adjacent church may object to loss of parking space in which case the stop will be located as planned. Burnaby to confirm that free access to buses can be provided at the revised location. This can be achieved by locating the bus stop 15' from the near side of the driveway. If relocating to outside the church causes subsequent complaints, the cost of relocation to the currently agreed location should be borne by Burnaby Municipality.

On a second, unrelated matter, we shall be introducing 2 additional temporary stops on the 16th Ave/Carboon Road detour (service #101). These will be NB and SB on 16th Ave. at Cascade and both will be standard FS stops. These additions have been made in response to public complaints about the spacing of stops on 16th Ave.. Both new locations have improved landing areas and suitable pull outs and meet our stop location guidelines.

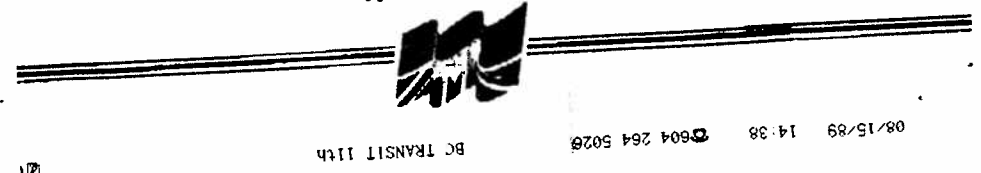
I trust that this is a true record of our site visit. If we have not heard from you regarding item 8 by Friday August 24 we shall assume that all stops will be implemented as agreed before our visit. If you have any questions arising from this letter please contact either Dave Evans or myself (264-5226).

Yours Truly

S. Gardner

Stephen Gardner

Transportation Planner



RE: REVIEW OF BUS STOP LOCATIONS FOR SEPT. 89 SERVICE CHANGES

Ernie Jensen
 Engineering Department
 Corp. District of Burnaby
 4949 Canada Way
 Burnaby, BC
 V5G 1M2
 August 15, 1989
 Dear Ernie

Following our trip to review proposed bus stop locations, I am writing to confirm the actions which will be taken at each place where a query was raised. Stop locations are referenced by the addresses given in your fax of Aug 09, 1989.

1. 6110 Halifax: Standard FS stop. No alternative location available. Stop will remain as planned.

2. 7110 Halifax: Standard FS stop. No alternative location available. Stop will remain as planned.

3. 5740 Halifax: Standard FS stop. No alternative location available. Stop will remain as planned.

4. Parker adjacent 939 Holdom: Standard FS stop. Planned location is attractive due to proximity to access pathway. Stop will remain as planned.

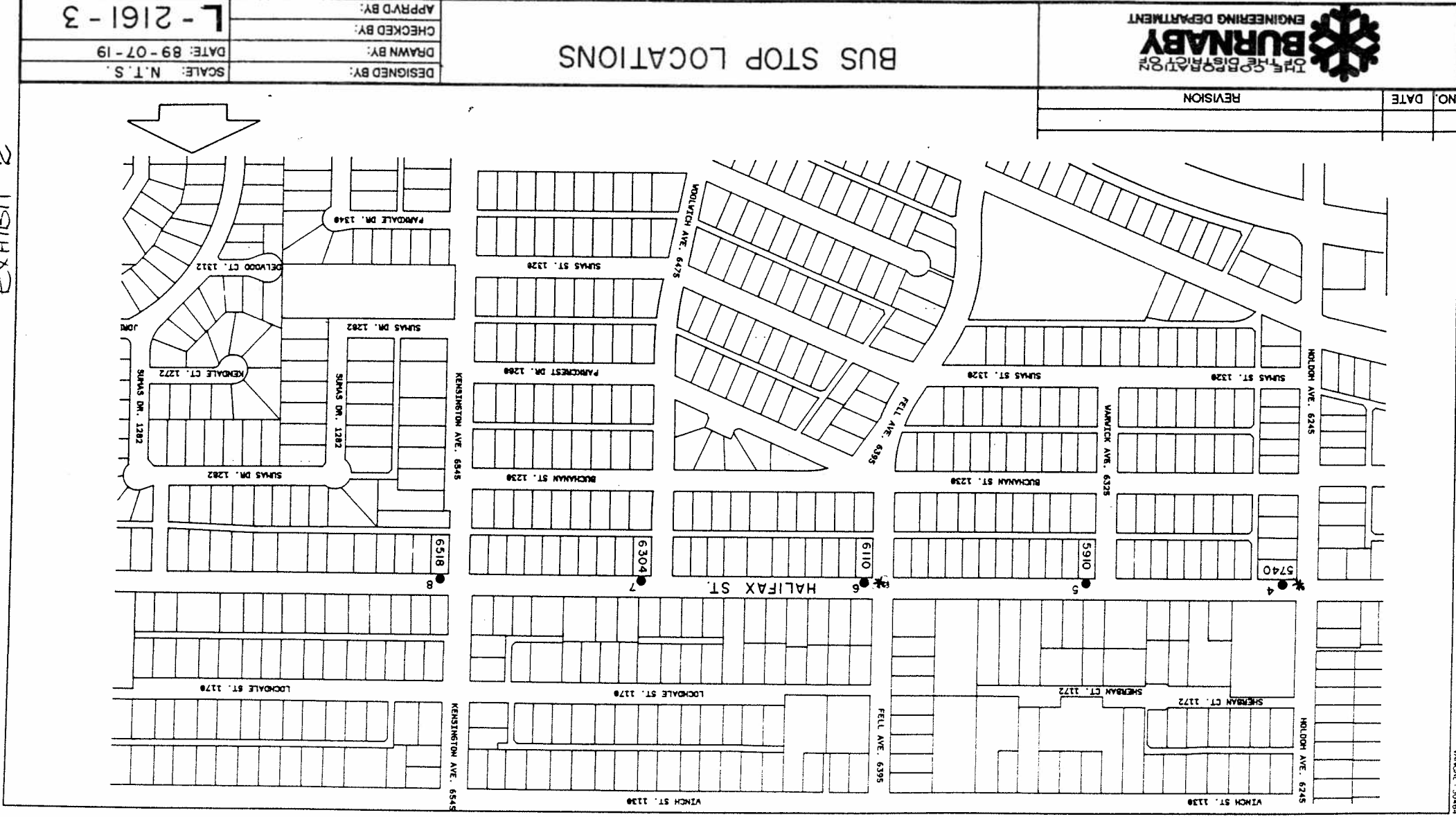
5. Parker adjacent to 1004 Springer: Standard FS stop. Relocation to mid block between Springer and Holdom implies provision of cross walk facility on Parker and may result in further complaints. Stop will remain as planned.

6. Durbie between 2237 & 2251: Stop is 170' clear of pedestrian cross walk where complaint arose and no sight distance problems are anticipated. Complaint address is not in the immediate vicinity of bus stop. Stop to remain as planned.

7. 2515 Durbie: Proposed location takes into account transfer movement at Broadway & Durbie. Alternative location would require transfer to cross Broadway, may result in further complaints and would interfere with traffic movement along Broadway. Complaint address is not in immediate vicinity of the stop. Stop will remain as planned.

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EXHIBIT 2



BUS STOP LOCATIONS



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| DESIGNED BY: SCALE: N.T.S. |
| DRAWN BY: DATE: 89-07-19 |
| CHECKED BY: |
| APPROVED BY: L-2161-3 |

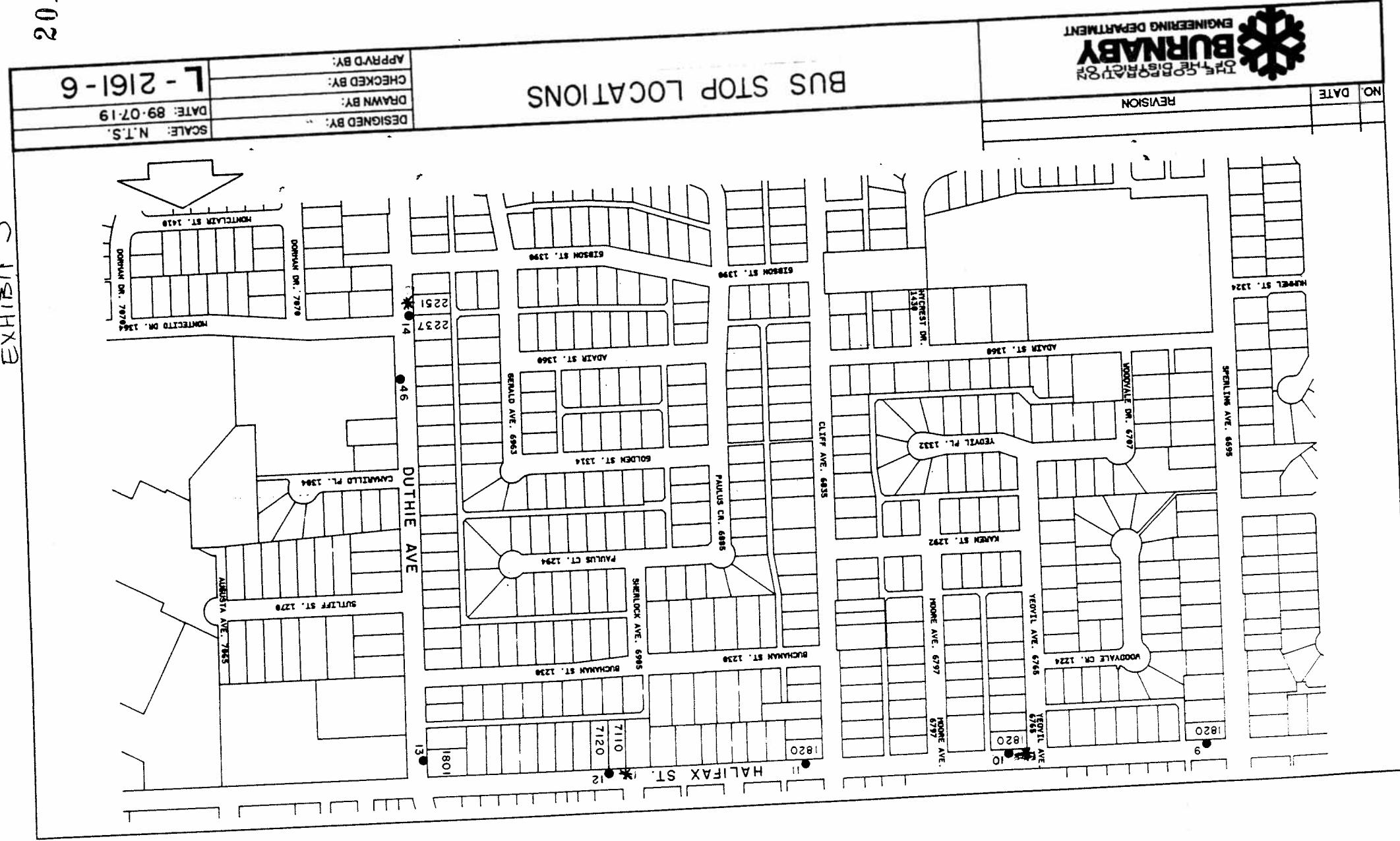
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EXHIBIT 3

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| DRAWN BY: | |
| CHECKED BY: | |
| APPROVED BY: | |
| DATE: | 89-07-19 |
| SCALE: | N.T.S. |
| | L - 2161 - 6 |

BUS STOP LOCATIONS

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EXHIBIT 4

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| DESIGNED BY: SCALE: N.T.S. | | BUS STOP LOCATIONS |  BURNABY ENGINEERING DEPARTMENT |
| DRAWN BY: DATE: 89-07-19 | | | |
| CHECKED BY: | | | |
| APPROVED BY: L-2161-9 | | | |

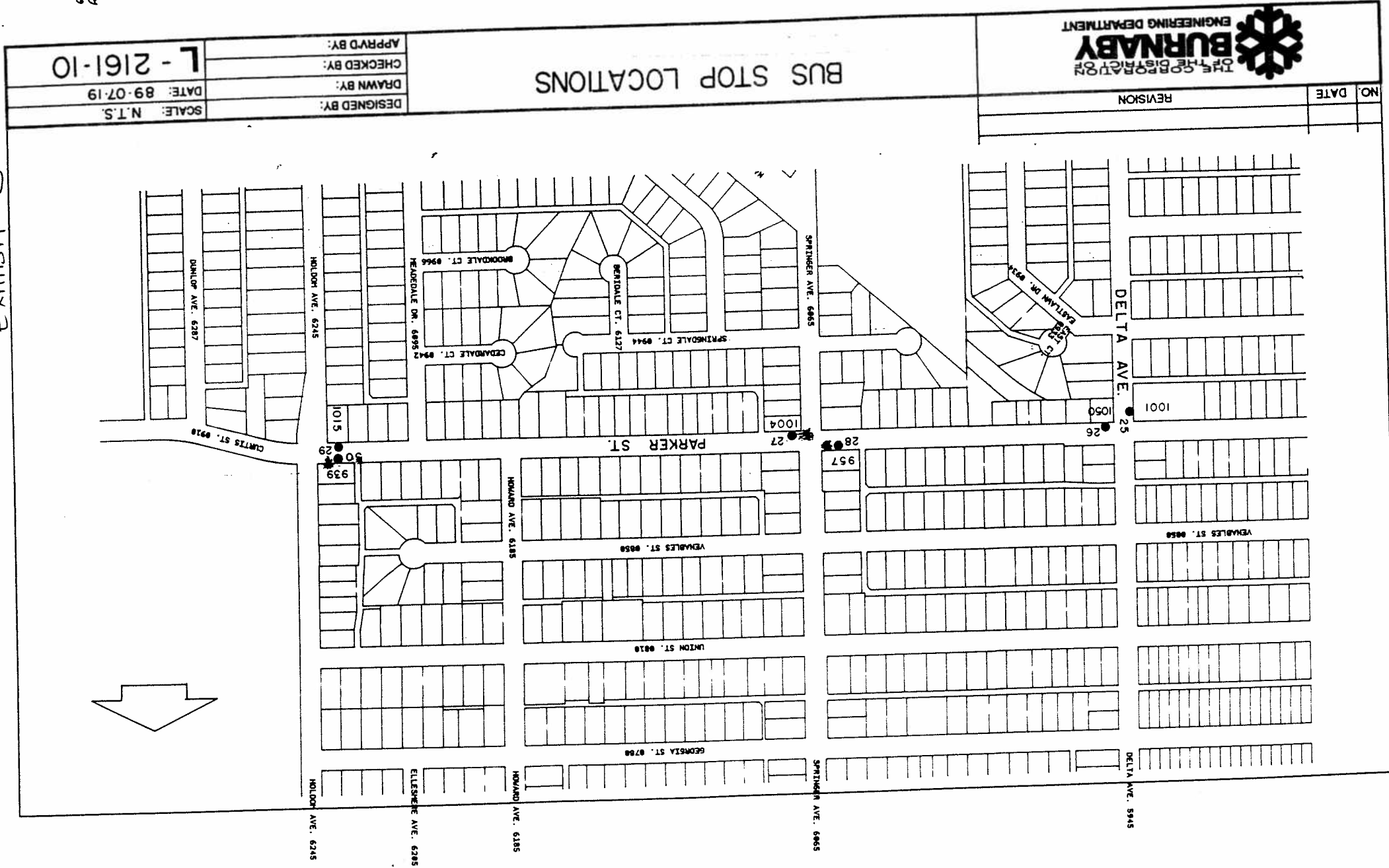


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EXHIBIT 5

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| DESIGNED BY: | SCALE: N.T.S. |
| DRAWN BY: | DATE: 89-07-19 |
| CHECKED BY: | |
| APPROVED BY: | L - 2161-10 |

BUS STOP LOCATIONS

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