

REPORT
Regular Council Meeting
1989 September 05

THE CORPORATION OF THE DISTRICT OF BURNABY

TRANSPORTATION COMMITTEE

HIS WORSHIP, THE MAYOR
AND ALDERMEN

Madam/Gentlemen:

REPORT OF THE TRANSPORTATION COMMITTEE

RE: NEW BUS STOPS IN NORTH BURNABY

RECOMMENDATION:

1. THAT Council approve the proposed changes to bus stop locations as more particularly described in the attached report.
2. THAT a copy of this report be sent to the North Burnaby residents who have voiced concerns regarding the location of new bus stops.
3. THAT a copy of this report be sent to B.C. Transit.

R E P O R T

Council at its meeting of 1989 August 21 received a report from the Acting Director Engineering regarding new bus stops in North Burnaby. The Engineering Department had received several complaints regarding specific bus stop locations and the report was written in response to those specific complaints. Subsequently, Council referred the report to the Transportation Committee for review.

The Transportation Committee, at its meeting of 1989 August 21, reviewed these concerns with the Traffic Supervisor following his investigation of the proposed bus stops locations (see attached report) and adopted the following motion:

"THAT the Transportation Committee recommend Council approve the changes to bus stop locations as described by staff."

Respectfully submitted,

Alderman R.G. Begin
Chairman

Alderman D.P. Drummond
Member

Alderman J.M. Sawicki
Member

INTERNAL DISTRIBUTION:
GENDA 1989 SEPTEMBER 05
OPY - MUNICIPAL MANAGER
- DIRECTOR ENGINEERING
- DIRECTOR PLANNING &
BUILDING INSPECTION

TO: CHAIRMAN, TRANSPORTATION COMMITTEE 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 with 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 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.

Senior staff from Burnaby Planning and Engineering and B.C. Transit Engineering again reviewed the contentious stop locations in advance of the meeting of the Transportation Committee.

The more specific stop by stop discussion of complaints follows reflects this last staff review.

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 their part. standard streets (or better) this is not always possible. There are buses currently, safely using 28 foot residential streets in Burnaby.

2.1 ROUTE 134 (Cont'd.)**6110 Halifax (Mrs. Cawthra)**

Objection to placement of bus stop.

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

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 have notified the church of this proposal. Although church officials do not favour a bus stop adjacent to their property, we believe that it is an appropriate location. Unless directed otherwise we will 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 initial siting was constrained by a school crosswalk to the north (it is better to locate the stop farside 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).

We explored the possibility of leaving a short parking zone between the crosswalk and bus zone prohibitions but concluded that the safety ramifications were overriding. We also consulted the Fire Department to see whether they could safely accommodate a bus zone across from the firehall. The firehall staff felt that a bus stop across from the firehall would not impair their operations.

However, a bus stop at this location (southbound farside Gibson) further increases the separation to the next upstream bus stop at Duthie. Accordingly, staff are in agreement that an intermediate stop should be located at farside Camarillo Place. The stop has been located on

2.1 ROUTE 134 (Cont'd.)

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

the property line between 2121 and 2131 Duthie to minimize disruptive effects. This stop, apart from enhancing local accessibility, will be a minor transfer point.

Both new stop locations have been identified by orange paint on the curb.

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.

7377 Broadway (Anonymous)

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

All proposed bus stop locations have been field tested to ensure safe operations. While this particular location is preceded by horizontal and vertical curves, the stopped bus, because of its bulk, will be visible to following vehicles. If required after further review, asphalt pullouts will be constructed for stops on unfinished streets.

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 was discussed.

For safety considerations it was considered best to leave it at the farside of intersection position.

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2.2 ROUTE 136 (Cont'd.)

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. While the location is 'tight' we have again verified through measurement that the driveway should not be obstructed by the stopped bus.

3.0 CONCLUSIONS

Because of the tight implementation schedule, it may be necessary to leave amended stops as they are, pending opportunity for implementation by B.C. Transit staff. It would be appropriate that the people who objected to bus stop locations or are affected by the final changes proposed be sent a copy of this report.


ACTING DIRECTOR ENGINEERING

EJ/PL:je
Attach.

cc: Traffic Supervisor



BC Transit

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

August 15, 1989

Dear Ernie

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

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. 2110 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. Double between 2227 & 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 Duible: Proposed location takes into account transfer movement at Broadway & Duible. Alternative location would require transfers 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.

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 tree access to buses can be provided at the revised location. This can be achieved by locating the bus stop ID sign 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.

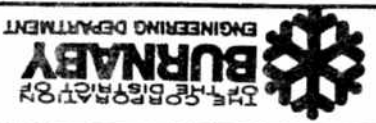
I trust that this is a true record of our site visit. If we have not heard from you regarding item 8 by Friday August 24 we shall assume that all stops will be implemented as agreed before our visit. If you have any questions arising from this letter please contact either Dave Evans or myself (264-5226).

Yours Truly

Stephen Gardner

Transportation Planner

EXHIBIT 1



BUS STOP LOCATIONS

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

NO.	DATE	REVISION

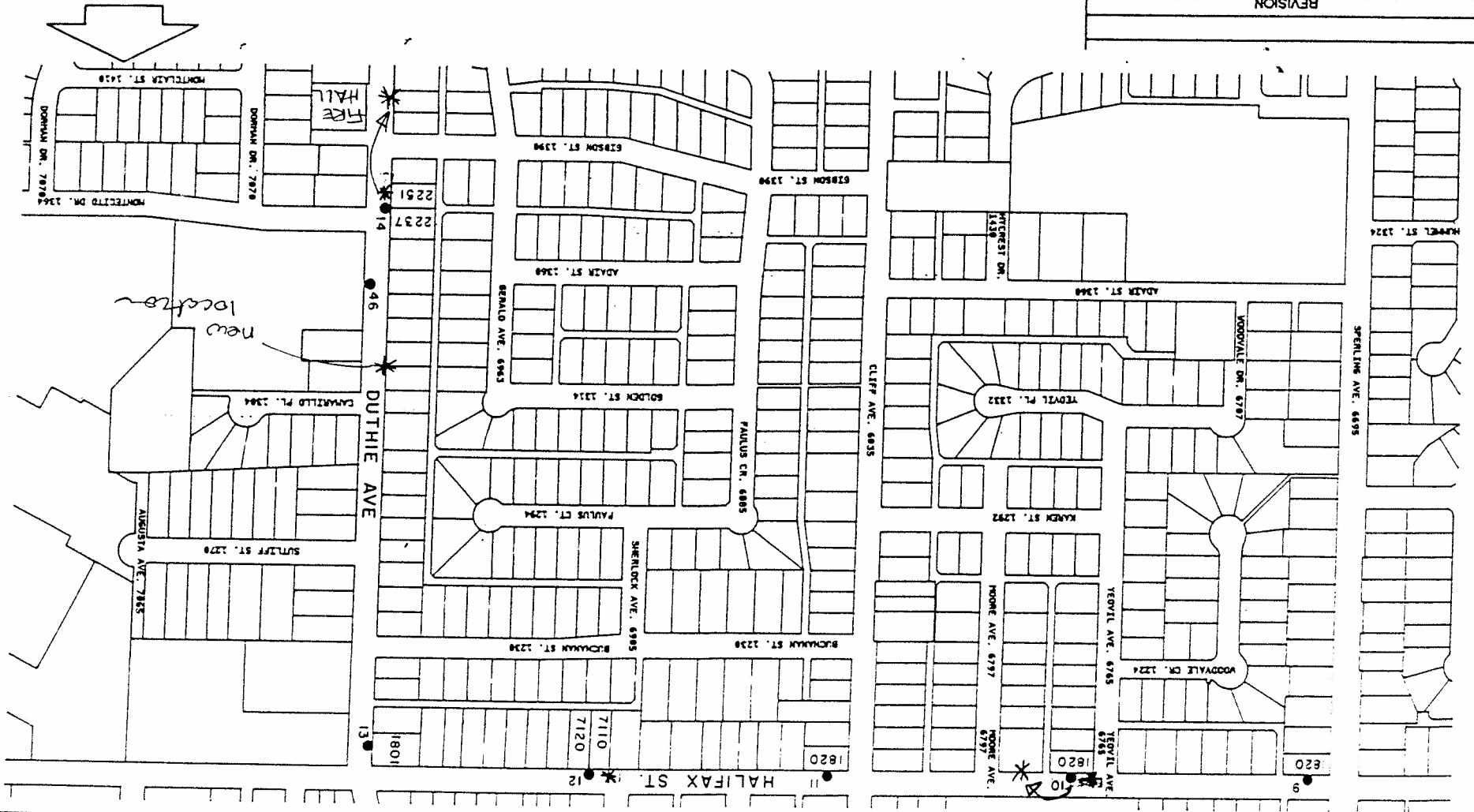
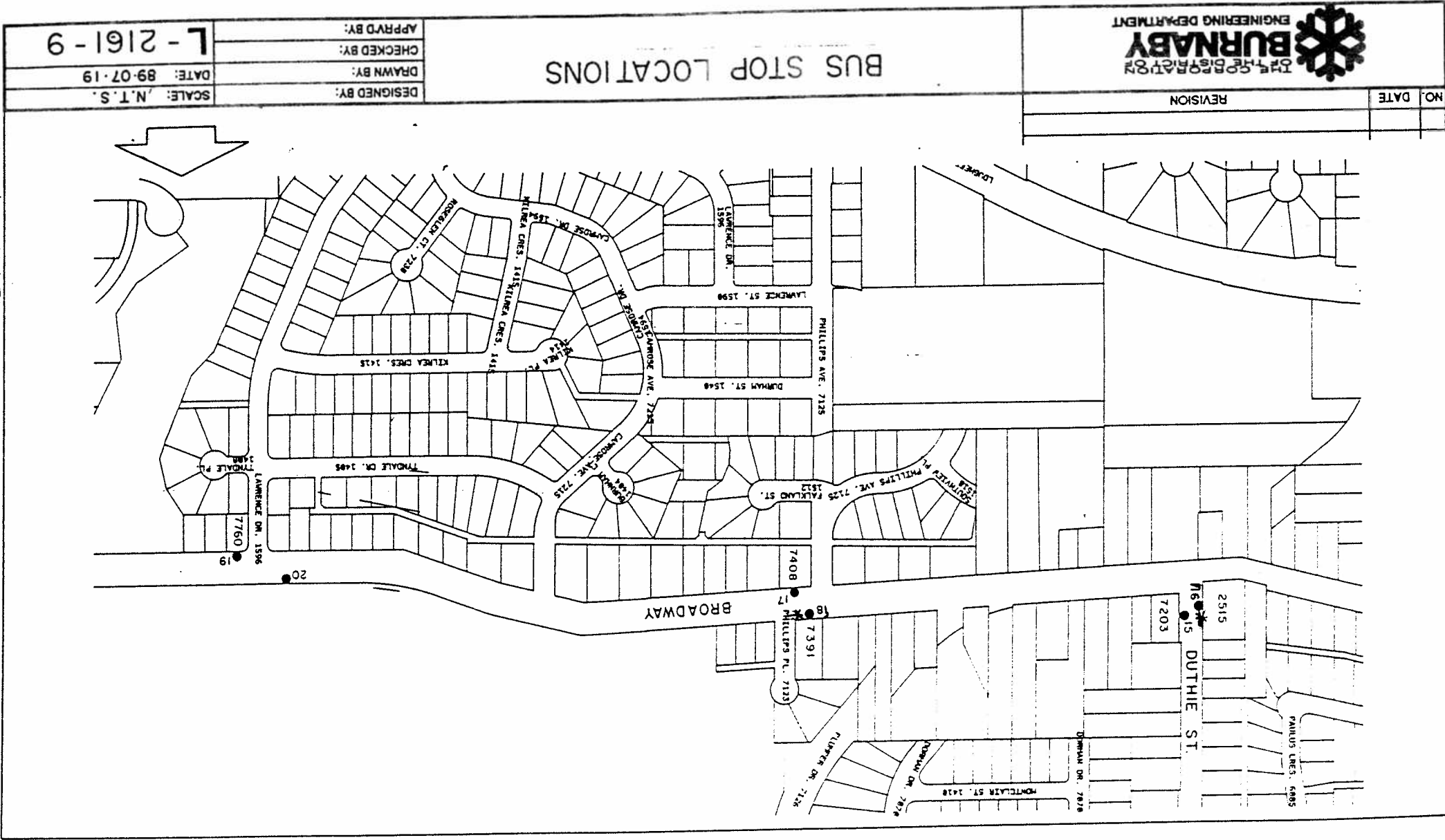


EXHIBIT 3

location

EXHIBIT 4



NO.	DATE	REVISION

BUS STOP LOCATIONS

DESIGNED BY:	SCALE: N.T.S.
DRAWN BY:	DATE: 89-07-19
CHECKED BY:	
APPROVED BY:	L-2161-9



MANUAL 30464



NO.	DATE	REVISION

BUS STOP LOCATIONS

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

EXHIBIT 5



