

ITEM	
MANAGER'S REPORT NO.	8
COUNCIL MEETING	17 90/03/05

RE: BUS STOP LOCATIONS ON BOUNDARY ROAD

ACTING MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1990 FEBRUARY 22

FROM: DIRECTOR ENGINEERING

SUBJECT: BUS STOP LOCATIONS ON BOUNDARY ROAD

PURPOSE: To respond to the concerns of Boundary Road residents over the placement of new bus stops.

RECOMMENDATION:

1. THAT Albert Zanotto of 50 Boundary Road, George Durkovitch of 110 N. Boundary Road, and Pam Davidson of 252 Boundary Road, be sent a copy of this report.

REPORT

BACKGROUND

At its regular meeting of 1990 January 22, Council received the Traffic & Transportation Committee's report relating to the re-routing of #140/141 Kootenay Loop bus.

This report states in part:

"As the construction of the Cassiar Connector will result in the closure of the Skeena Tunnel and the demolition of the Cambridge Overpass, B.C. Transit had planned to replace the #140 in 1991 September with the #131 which would operate between Kootenay Loop and Brentwood Mall. The discontinuation of the #140 however, has been advanced to 1990 February 05 due to a change in the construction schedule for the Cassiar Connector. B.C. Transit therefore proposes to introduce a revised route for the #140 ...".

The revised route and required stops as shown in Figure 1 had been approved at that January meeting.

BUS STOP LOCATIONS

The bus stop locations were recommended with transit service and on-street parking in mind. The stops at Albert Street, Triumph Street and Oxford Street were chosen because of the following considerations:

ITEM	8
MANAGER'S REPORT NO.	17
COUNCIL MEETING	90/03/05

- From Kootenay Loop, the stops are located following B.C. Transit desired spacing policy.
- The stops for the northbound #140 route match those of the southbound #141.
- The stops are in standard farside locations (a "bus zone" requiring the removal of additional parking is not required).

149

RESIDENT CONCERNS

Prior to the implementation of the new #140 route on 1990 February 05, all Boundary Road residents who would be directly affected by the installation of a bus stop were notified by letter of the pending stops.

In all, three new bus stops were located on Boundary Road between Hastings Street and Cambridge Street. All three have been objected to by the residents, with the primary concern being loss of on-street parking. This is an unfortunate but necessary part of implementing new bus routes and maintaining transit service in residential areas.

The Engineering Department have again reviewed the stop locations relative to the concerns of the residents. It was noted that two properties are affected by each new bus stop. Although some parking has been eliminated because of these stops, no property has been stripped of all the on-street parking adjacent their lot.

As bus zones were not required at these stop locations, the standard 85' of frontage was taken to allow for pull-in and pull-out. The combined frontage of the two lots is 122' leaving 37' or 1-2 car lengths still available for parking. This space would be available to the second or inside lot whereas space is available on the flanking street for the corner lot.

This condition is typical for all three bus stops. Mrs. Pam Davidson of 252 Boundary Road feels, however, that the parking situation is more critical at Albert Street due to the proximity of highrise towers and commercial development. While we sympathize with the concerns of Mrs. Davidson, we must take into account that this stop was located as part of a transit plan that would provide efficient service to the Burnaby Heights Area. The higher densities that result in competition for on-street parking also mandate good access to transit.

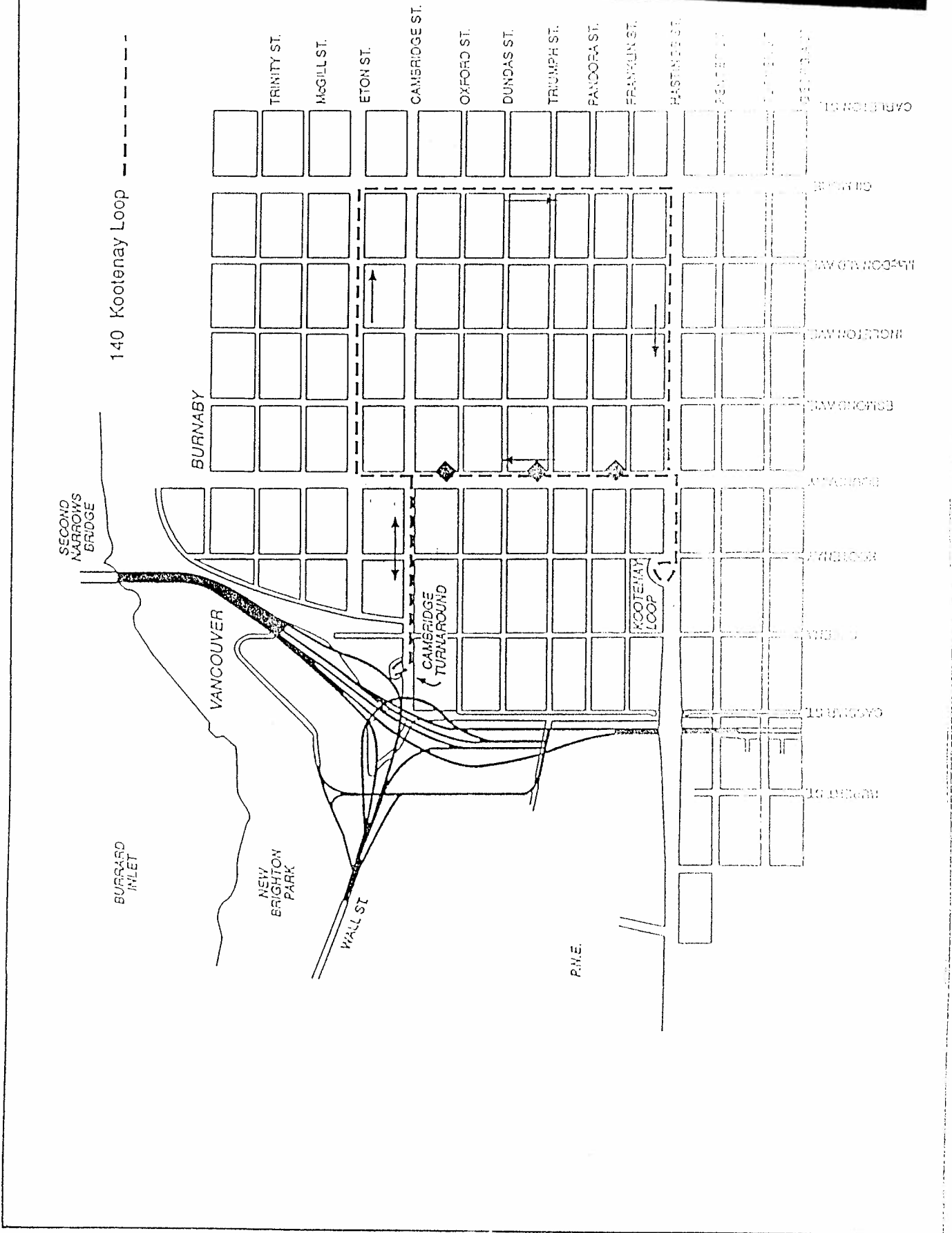
CONCLUSION

Staff have reviewed the three new bus stop locations along Boundary Road and conclude that there are no better alternatives.


DIRECTOR ENGINEERING

EJ:je
Attach.

cc: Traffic Supervisor



Date:
 1990 JAN

Scale:
 NTS

Drawn By:

THE CORPORATION OF
BURNABY
 Planning &
 Building Inspection
 Department

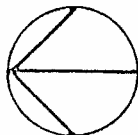


FIGURE 1

◆ BUS STOPS AS
 PLANNED BY
 BURNABY