

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

BUS STOP ON NORTH ROAD, NORTH OF AUSTIN AVENUE

RECOMMENDATION:

1. ***THAT*** Council approve the continued use of the interim bus stop on Southbound North Road nearside Austin.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 1999 March 02, adopted the *attached* report regarding the positioning of this stop relative to its relocation to outside of the Lougheed Mall bus loop.

Respectfully submitted,

Mr. D. Berardine
Mr. K. Friederici
Mr. E. Fourchalk
Mr. P. Herring
Ms. L. Kapp
Mr. A. MacDonald
Mrs. D. Mumford
Mrs. R. Oostlander
Mr. J. Parminter
Mr. D. Richardson

Councillor J. Young
Chair

Councillor D. Evans
Member

Councillor N. Volkow
Member

: COPY - CITY MANAGER - DIRECTOR ENGINEERING

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 1999 02 22
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-09-03
SUBJECT: Bus Stop on North Road, North of Austin Avenue
PURPOSE: To discuss the positioning of this stop relative to its relocation to outside of the Lougheed Mall bus loop

RECOMMENDATION:

1. THAT the Committee approve the continued use of the interim bus stop on Southbound North Road nearside Austin.

REPORT

1.0 BACKGROUND

Arising from the redesign of the Lougheed Mall bus loop to accommodate the 99 B-line bus, there was a requirement to relocate some service to outside of the loop. Prior to this reallocation the 99 B-line buses dwelled on Austin adjacent the loop and there was discussion to facilitate this with a bus bay. Subsequently BC Transit requested that a new bus stop be approved on North Road in advance of Austin Avenue adjacent the bus loop to accommodate the displaced route. We had some traffic safety and operational concerns with a nearside stop, however, as the loop reconstruction was reaching completion, and the need to relocate some buses was imminent, this stop location was approved on an interim basis subject to further review. The stop went into operation in September of 1998 with three routes utilizing this stop location. The reroutings were the subject of a recent report (attached) to the Transit and Transportation Division of this Committee.

2.0 SAFETY CONSIDERATIONS

As the Committee is aware farside rather than nearside intersection bus stops are generally preferable from a transit operator as well as wider safety perspective. In this case the stop is located in a heavily used right turn lane nearside a major intersection. Queuing behind the bus, cutting in front of the bus and lane changing around the bus were operational and safety concerns anticipated. Further, pedestrian jaywalking across North Road was another factor which needed consideration. This latter issue has since been addressed with the installation of a fence on the centre median at BC Transit's cost.

3.0 STOP REVIEW

Shortly after initial implementation, there was a flurry of feedback about this and the opposite northbound stop. Several negative letters and calls from the public were received and there was comment in one Burnaby paper. Most of these responses dealt more with the wider issue in relocating the bus service (which again was addressed at the last Transit/Transportation meeting) and safety concerns regarding the northbound Coquitlam side stop. Both BC Transit and Burnaby staff have monitored the stop. Transits review (attached) concluded that no significant traffic concerns were noted. Our own observations indicated that some undesirable manoeuvres were being undertaken by drivers attempting to bypass the bus, as anticipated. The major problems occurred during the afternoon rush hour when queuing of southbound through traffic at the intersection extended past the bus which in turn "blocked" right turning vehicles.

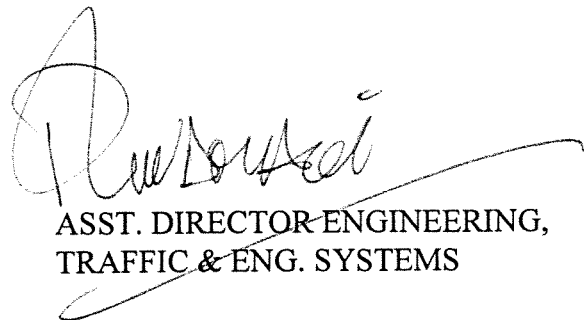
4.0 STOP ANALYSIS

The adjustments to the Lougheed bus loop and adjacent stops have been in place for nearly six months. The majority of public feedback as well as Transits' and our review occurred within the first few months of implementation. It does appear that general traffic is becoming used to encountering buses at this location. Consideration was given to relocating the stop approximately 30m north, north of the entrance to Lougheed Malls upper driveway. This would push the stop further away from the Austin intersection allowing additional maneuverability. However, as most conflicts occur during peak hours queuing still would remain a problem. As this relocation would not provide an adequate solution to the problems being noted, it is our judgment that for the sake of better bus passenger service the stop should remain as is.

5.0 DISCUSSION/CONCLUSION

Since the implementation of an on-street stop on North Road in advance of Austin Avenue a variety of traffic and operational issue have been noted by City staff and the general public including issues such as vehicle/bus conflicts and pedestrian jaywalking. The recent installation of a median fence will for the most part addresses the pedestrian safety issue. It appears with the passage of time vehicular conflicts are declining as a result of increased driver familiarity. Consideration was given to relocating the stop north of its present location, however during peak periods conflict issues could still occur. It is felt that the benefits of a northerly relocation would not outweigh the negative aspect of additional inconvenience to the transit user by increasing the distance between the stop and the loop.

Accordingly, we recommend the continued use of the interim stop location and propose installing a concrete pad to accommodate wheelchair accessibility and a bus shelter. We expect that this stop will be relocated to within an improved off street bus interchange when the Lougheed Town Centre Skytrain station is developed.



ASST. DIRECTOR-ENGINEERING,
TRAFFIC & ENG. SYSTEMS

EJ:

cc: City Manager