

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

Re: BURNABY TRANSIT CENTRE: KITCHENER STREET CLOSURE AT INGLETON AVENUE

RECOMMENDATION:

1. **THAT** a copy of the attached report be forwarded to Mr. D. Renwick, Manager, Burnaby Transit Centre, Coast Mountain Bus Company and Mr. Scott Mitchell, 4005 Grant Street, Burnaby.

R E P O R T

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2000 October 11, received and adopted the *attached* report to respond to the proposal from Mr. Scott Mitchell to close Kitchener Street at Ingleton Avenue to prevent buses from accessing Kitchener Street to and from the Burnaby Transit Centre.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor N. Harris
Member

: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.

TO: CHAIR AND MEMBERS
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

2000 OCTOBER 4

FROM: DIRECTOR PLANNING AND BUILDING

OUR FILE: 08.211

**SUBJECT: BURNABY TRANSIT CENTRE: KITCHENER STREET CLOSURE
AT INGLETON AVENUE**

PURPOSE: To respond to the proposal from Mr. Scott Mitchell to close Kitchener Street at Ingleton Avenue to prevent buses from accessing Kitchener Street to and from the Burnaby Transit Centre.

RECOMMENDATION:

1. **THAT** a copy of this report be forwarded to Mr. D. Renwick, Manager, Burnaby Transit Centre, Coast Mountain Bus Company and Mr. Scott Mitchell, 4005 Grant Street, Burnaby.

REPORT

1.0 BACKGROUND

At its regular meeting of 2000 September 13, the Traffic and Transportation Committee received a delegation from Mr. Scott Mitchell of 4005 Grant Street, Burnaby with regard to violations of the agreement between the City of Burnaby and Coast Mountain Bus Company (CMBC) which prohibits use of this section of Kitchener Street east of the Burnaby Transit Centre by transit buses. Mr. Mitchell suggested the closure of Kitchener at Ingleton Avenue as a means to prevent buses from accessing the Transit Centre from the east. In response to concerns expressed by Mr. Mitchell, the Committee requested a report from staff on the proposal from the delegation.

2.0 BUS USAGE OF KITCHENER STREET

2.1 Presentation by the Delegation

Mr Mitchell noted that some CMBC buses continue to use Kitchener Street in violation of the current agreement with BC Transit which prohibits the use by buses of Kitchener Street east of the Burnaby Transit Centre at any time. Mr. Mitchell noted that in his view, CMBC is 98% in compliance with the terms of the agreement but approximately 2 buses a week have been observed by Mr. Mitchell continuing to use Kitchener Street. The delegation referred to buses observed at 0630 AM and 1:30 PM on separate days during the first week of September.

2.2 Actions by Coast Mountain Bus Company

After the implementation of the agreement in 1998 September, Coast Mountain Bus Company (then BC Transit), undertook the following actions to enforce the agreement including the following:

- signs were posted at the driveways to the Burnaby Transit Centre and the Overhaul Facility on both sides of Kitchener;
- operators' bulletins have been issued reminding operators of the restrictions to the use of Kitchener Street;
- a message has been sent to all Garage Superintendents to inform operators from other Transit Centres not to use Kitchener Street when bringing buses to and from the Overhaul Centre for maintenance;
- reprimands have been issued to operators violating the agreement based on recorded bus numbers and times submitted to CMBC by the delegation.

Monitoring studies were under taken in 1998 July, 1999 January, 1999 May, and 1999 September. As these measures were applied, the results showed a continued and steady reduction in the number of buses using Kitchener Street east of the Burnaby Transit Centre. From 110 buses in a four-day period using Kitchener Street in 1998 July (before the agreement), to 25 buses in 1999 January, to 15 buses in 1999 May, to 1 bus in 1999 September, there has been a continued decline in the number of violations. Now, a year later in 2000 September, the number of violations, at two to three a week, has not changed appreciably.

Staff have discussed with CMBC whether there are additional measures the bus company could take to raise the rate of compliance from the current 98% up to 100%. However, realistically in a company with approximately 3,500 employees spread throughout the region, communication and enforcement would be serious obstacles to the achievement of 100% compliance.

3.0 PROPOSAL FROM THE DELEGATION

3.1 Evaluation of the Proposal

The delegation proposes to close Kitchener Street to buses through the installation of a concrete barrier across Kitchener west of Ingleton Avenue as shown in *Figure 1 attached*. This measure would eliminate physical access to and from the Burnaby

Transit Centre from the east. Buses would have to access the Burnaby Transit Centre via Kitchener to and from Boundary Road.

However, at the same time, the installation of a barrier would also affect access for industrial businesses and some local residents in the immediate area located on Charles Street, Kitchener Street, Ingleton Avenue and on Grant Street west of Douglas Road as shown on *Figure 1 attached*. These businesses would have their most direct access from the west via Boundary Road and Kitchener Street cut off and would have to use a less convenient and often more congested access via 1st Avenue and Ingleton north. It should be noted that Boundary and Kitchener is a full movement signalized intersection.

Access for emergency services including police, fire and ambulance would also be affected.

3.2 Consultation

Prior to the consideration of installing a traffic barrier in the location proposed by the delegation, businesses and residents of the immediate area would have to be consulted by means of a letter explaining the proposal with a returnable questionnaire. The questionnaire would need to ask whether the respondent agrees or disagrees with the closure and provide space for comments.

In addition, emergency services such as police, fire and ambulance would need to be consulted.

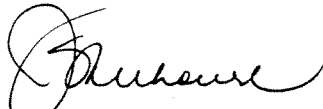
4.0 CONCLUSION

The use of Kitchener Street east of the Burnaby Transit Centre by buses, a long standing issue with the delegation has been almost eliminated by the agreement with Coast Mountain Bus Company (formerly BC Transit) and the enforcement measures undertaken by Coast Mountain to implement the agreement. However, relatively infrequent violations continue at a rate of approximately 1 or 2 per week according to the most recent monitoring studies conducted in 1999 September. Further monitoring would be required to determine the current number of violations, but the delegation reports two to three per week. In discussions with Coast Mountain, it is the consensus that it will be difficult to make further reductions in the violation rate with continued communication and enforcement and that continued monitoring will be necessary to maintain this high level of compliance.

The closure of Kitchener Street at Ingleton would effectively eliminate the few remaining buses in violation, but would also significantly restrict access to and from the west for a number of businesses located in the same area west of Douglas and some residents located

east of Douglas. These businesses and residents would have to be consulted prior to consideration of any closure, but may be unlikely to support the delegation's proposal. Emergency services would also have more difficulty accessing the area.

In this respect, the effect of a potential closure could disadvantage more businesses and residents for a relatively insubstantial additional gain in terms of reduced buses on Kitchener Street.



✓ D.G. Stenson, Director
PLANNING AND BUILDING

RG\sla
Attachment

cc: City Manager
Director Engineering

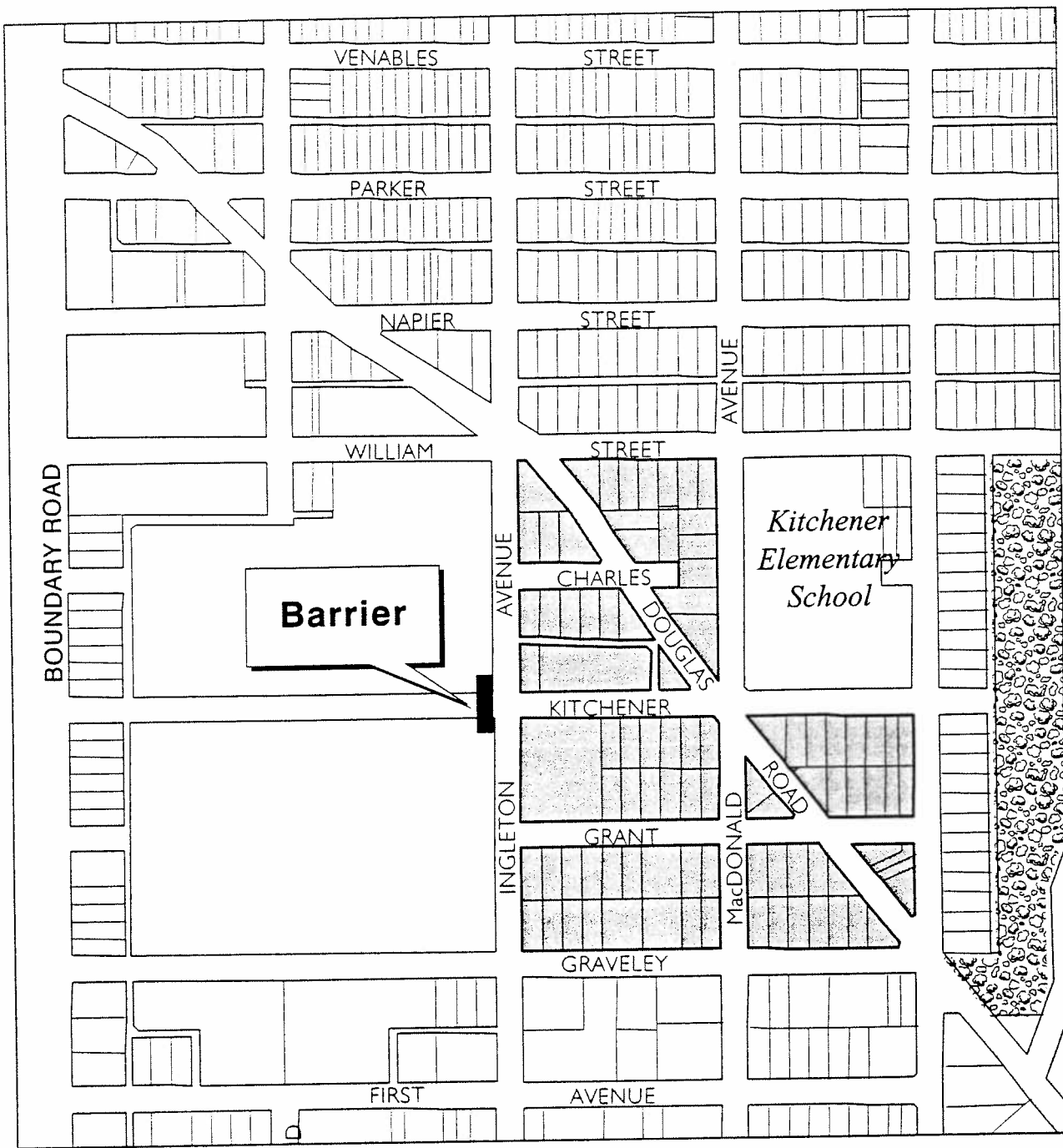



Figure 1
Area Affected by Barrier

 Area affected

