

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE  
(TRAFFIC SAFETY DIVISION)

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**RE: BUS STOP IN FRONT OF 1754 DELTA AVENUE**

**RECOMMENDATION:**

1. **THAT** Council approve the relocation of the bus stop and extension of the bus zone in the 1700 block Delta Avenue.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its meeting held on 2002 March 05, received and adopted the *attached* report to address a request from Coast Mountain Bus Company (CMBC) to adjust the bus zone in front of 1734 Delta Avenue.

Respectfully submitted,

Councillor D. Evans  
Chair

Councillor B. Der  
Vice Chair

Councillor G. Begin  
Member

**COPY - CITY MANAGER  
- DIRECTOR ENGINEERING**

City of Burnaby

INTER-OFFICE COMMUNICATION

**TO:** TRAFFIC SAFETY COMMITTEE **DATE:** 2002 02 05  
**FROM:** ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-09-03  
**SUBJECT:** BUS STOP IN FRONT OF 1754 DELTA AVENUE  
**PURPOSE:** To address a request from Coast Mountain Bus Company (CMBC) to adjust the bus zone in front of 1734 Delta Avenue.

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RECOMMENDATION:

1. **THAT** the Committee approve the relocation of the bus stop and extension of the bus zone in the 1700 block Delta Avenue.

**R E P O R T**

**1.0 INTRODUCTION**

CMBC has contacted us advising of an operational concern encountered while approaching the bus stop at 1734 Delta Avenue. In its current position, the stop is difficult to enter due to parked vehicles on the approach to the stop. CMBC has asked for extension to the bus zone and a slight relocation of the stop itself.

**2.0 BACKGROUND**

The route 134 bus travels eastbound on Brentlawn Drive from Willingdon Avenue to Delta Avenue where it then turns left to northbound Delta Avenue. Brentlawn Drive and Delta Avenue is a "T" intersection. Parking is currently permitted on the farside of the "T" with the bus stop positioned just to the north (see Diagram 1). This parking is limiting access to the stop as the bus, after completing its left turn, must then immediately cut back right to enter the stop. Due to the limited manoeuvring space, this is a difficult movement and the bus is seldom able to parallel the curb.

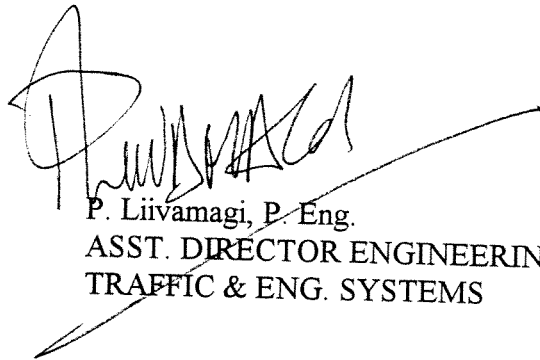
The CMBC request is that parking be restricted to the intersection allowing the bus adequate manoeuvring space in which to enter the stop (Diagram 2). Under this proposal there will also be an opportunity to pull the stop itself slightly south, which will permit an additional on-street parking spot at the north end of the zone.

### 3.0 CONSULTATION

The four residents in the vicinity of this stop have been contacted. One has objected as the zone extension would affect the parking in front of his home at 1754 Delta Avenue. No negative feedback has been received from the other residents.

### 4.0 CONCLUSION

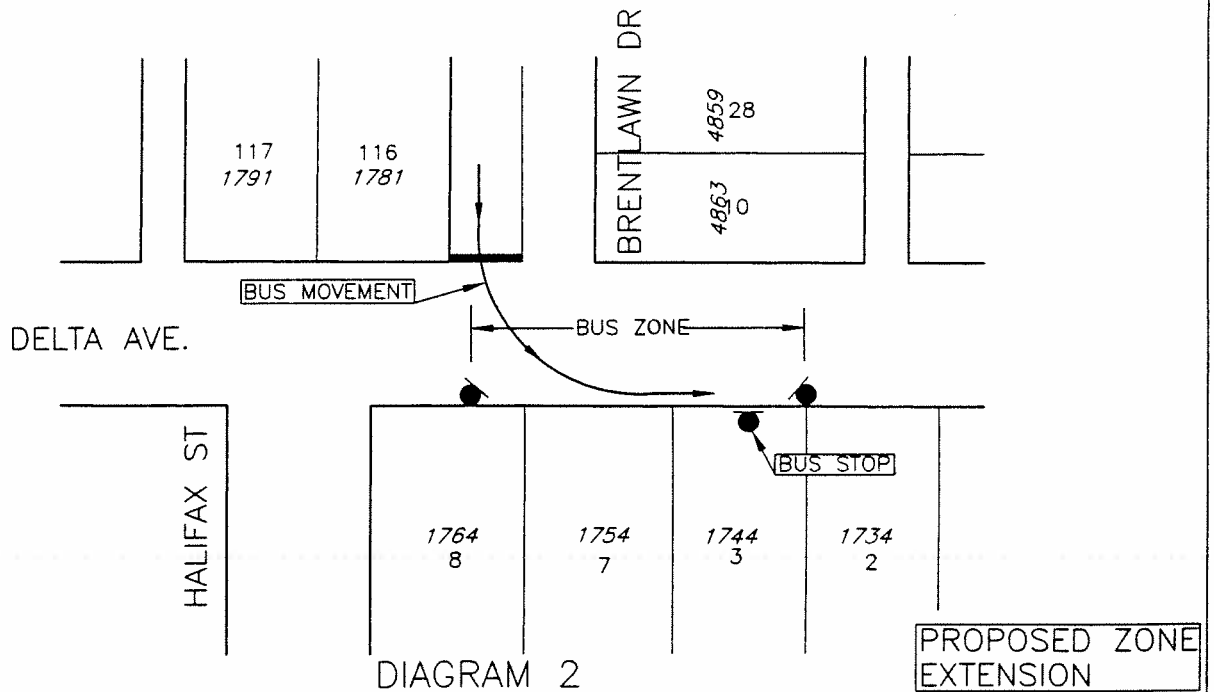
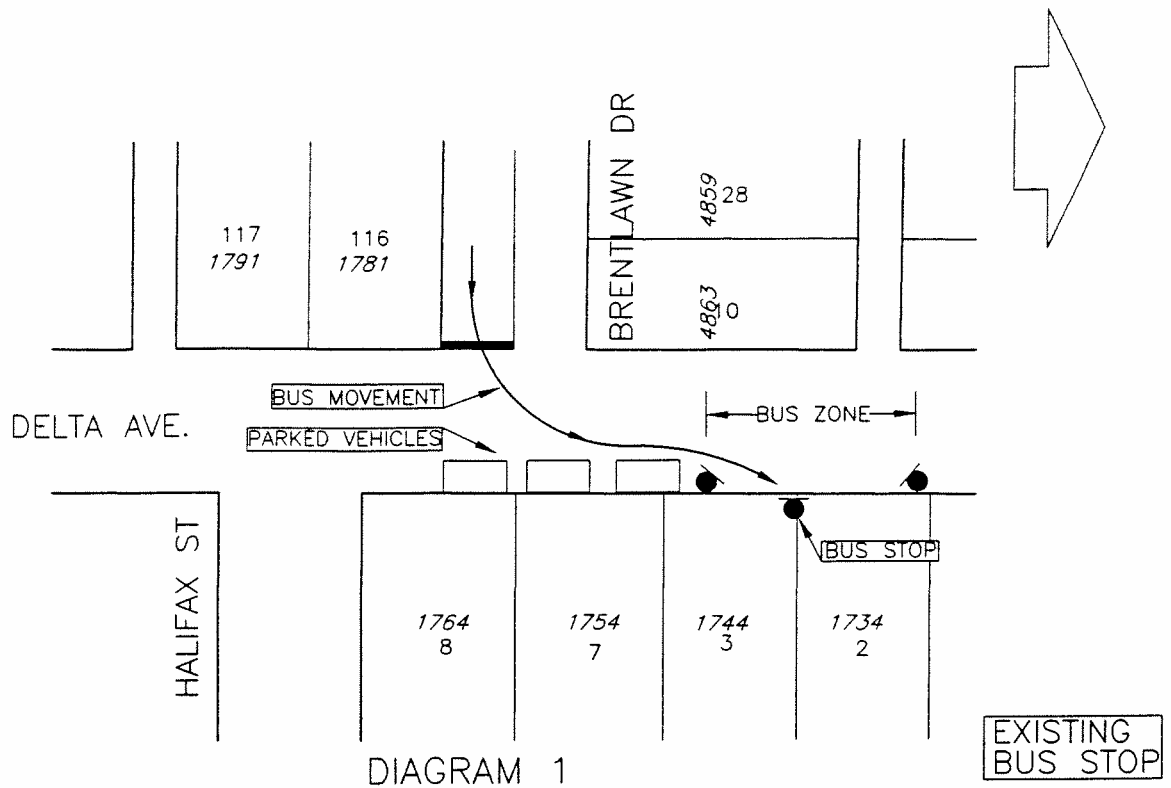
Staff recommend adjustment of this bus stop location and zone extension. Residents have been notified of the proposal and only one has objected to the loss of parking. They have been told when this issue is to be considered the Committee. A Coast Mountain Bus Company employee is scheduled to attend the Committee meeting to respond to any questions raised.



P. Liivamagi, P. Eng.  
ASST. DIRECTOR ENGINEERING,  
TRAFFIC & ENG. SYSTEMS

EJ:  
Attach.

cc: City Manager



NO.	DATE	REVISION



PROPOSED BUS STOP RELOCATION  
AT 1734 DELTA AVE

DRAWN BY: G.FUNK SCALE: N.T.S.  
APPR'V'D BY: DATE: 02-01-24

**A** 576