

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRAFFIC SAFETY DIVISION)

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

SUBJECT: BUS STOPS/ROUTES ON ENTERPRISE STREET AND
ON EASTLAKE DRIVE

RECOMMENDATIONS:

1. **THAT** Council approve the installation of two bus stops on Enterprise Street and the relocation of the centerline on both Eastlake Drive and on Enterprise Street as discussed in this report.
2. **THAT** a copy of this report be sent to those who have corresponded on this issue or appeared as delegations.

REPORT

The Traffic and Transportation Committee (Traffic Safety Division), at its open meeting held on 2002 October 1, received and adopted the *attached* report responding to concerns regarding TransLink's proposal to shift road centrelines on Eastlake Drive and Enterprise Street and to install bus stops on Enterprise Street.

As part of the Skytrain Millennium Line, TransLink proposed a number of bus route adjustments in an effort to improve connectivity to the new stations. One such change introduced a service to the Lake City industrial area and included new routes and stops on Enterprise Street between Lake City Way and Underhill Avenue and on Eastlake Drive between Underhill Avenue and Production Way.

The Committee advised that the route chosen is optimum for providing effective services, as are the proposed stop locations. Although the value of on street parking in this area is recognized, Transit Guidelines are in place to ensure safe operation. In the case of Eastlake and Enterprise Street, road width does not allow for two sided parking under the context of these guidelines. As such, the Committee supported the proposed parking restrictions and centreline shifts. It is proposed that parking be removed from north side of both these streets. It is further recommended that the proposed eastbound stop at 7950 Enterprise be moved slightly east to provide appropriate stop spacing for the convenience of the area transit user.

Respectfully submitted,

Councillor D. Evans
Chair

Councillor B. Der
Vice Chair

Councillor G. Begin
Member

COPY: Director Engineering
Director Plng. & Bldg.

City of Burnaby

INTER-OFFICE COMMUNICATION

TO: TRAFFIC SAFETY COMMITTEE **DATE:** 2002 09 23
FROM: ASST. DIRECTOR ENGINEERING,
TRAFFIC & ENGINEERING SYSTEMS **FILE:** 55-09-03
SUBJECT: **BUS STOPS/ROUTES ON ENTERPRISE STREET
AND ON EASTLAKE DRIVE**
PURPOSE: To respond to concerns regarding Translink's proposal to shift the road centerlines on Eastlake Drive and Enterprise Street and to install bus stops on Enterprise Street.

RECOMMENDATIONS:

1. **THAT** the Committee approve the installation of two bus stops on Enterprise Street and the relocation of the centerline on both Eastlake Drive and on Enterprise Street as discussed in this report.
2. **THAT** a copy of this report be sent to those who have corresponded on this issue or appeared as delegations.

R E P O R T

1.0 INTRODUCTION

At its June meeting, the Committee received two separate reports itemizing Translink requirements needed to accommodate bus integration with the new SkyTrain stations. These reports dealt with new bus stop locations, required civil works and the proposed centreline shifts on Eastlake and on Enterprise. These items were approved in principle by the Committee at that time.

Concurrently, information letters were distributed to all residences and businesses that were directly affected by either new bus stops or required parking restrictions. This included those businesses on Eastlake and Enterprise. Since then, we have received correspondence from the ICBC Training Centre on Eastlake objecting to removal of parking and from Stargate

Productions on Enterprise objecting to the bus route, the removal of parking and the proposed installation of bus stops adjacent their studio at 7950 Enterprise. The implementation of these transit service measures has been put on hold pending further Committee review.

2.0 BACKGROUND

As part of the opening of the SkyTrain Millennium Line, Translink proposed a number of bus route adjustments in effort to improve connectivity to the new stations. One such change introduced service to the Lake City industrial area and included new routes and stops on Enterprise Street between Lake City Way and Underhill Ave and on Eastlake Drive between Underhill Avenue and Production Way (see Sketch 1, **attached** for route map). These roads are built to a 11m width standard which normally allows for parking on both sides and a relatively unimpeded two way traffic flow. However, with heavy parking on both sides the travel lanes are constrained for the passage of larger vehicles such as buses. To facilitate bus passage on these roadways, Translink proposed a shift of the centerline and a removal of one side of parking on each of these roadways. This measures potential conflict between a bus and oncoming traffic and has been utilized elsewhere in the City.

3.0 TRANSIT ROAD WIDTH REQUIREMENTS

Establishing bus service to the Lake City area is desirable for those working in this area, especially as it provides connection to the new Production Station and the future Lake City Station. Operating on Eastlake and on Enterprise is necessary for providing a convenient service in to this area. Translink have been apprised of the business concerns and are sensitive to the parking issue, however, note their requested measures are required for safe operation.

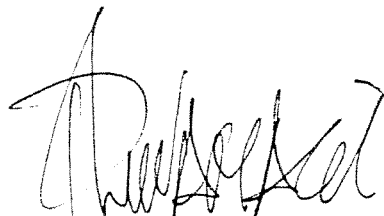
Transit Infrastructure Design Guidelines states that on roads with two way flow and parking is allowed, a minimum width of 6.2m metres between the curb and the centreline is required. Lesser widths can result in centreline crossing and conflicts with oncoming traffic as previously stated. According to these guidelines, if parking was to be maintained on both sides of the street, a total road width of 12.4m would be required. Both Eastlake and Enterprise are constructed to 11.0m finished standard. Accordingly, the guidelines further state that required lane widths for an 11.0m road would be a 2.4m parking lane and a 3.8m travel in one direction and 3.8m travel lane with no parking allowance in the other. Our review indicates that it would be better to remove parking from the north side of both Enterprise and Eastlake. This preserves the most on-street parking and is also less disruptive to both ICBC and Stargate.

4.0 BUS STOPS

The proposed stops on Enterprise Street adjacent 7950 are mid-block. As the distance between Lake City Way and Underhill is significant, the presence of these stops is important from a service perspective. Currently the spacing of the stops in this area is about 800m, well in excess of 400m guideline. The proposed locations are on a tangent section of roadway which maximizes driver sight lines for re-entering traffic safely and positioning stops elsewhere on this street would place the stop on a horizontal curve.

5.0 DISCUSSION AND CONCLUSION

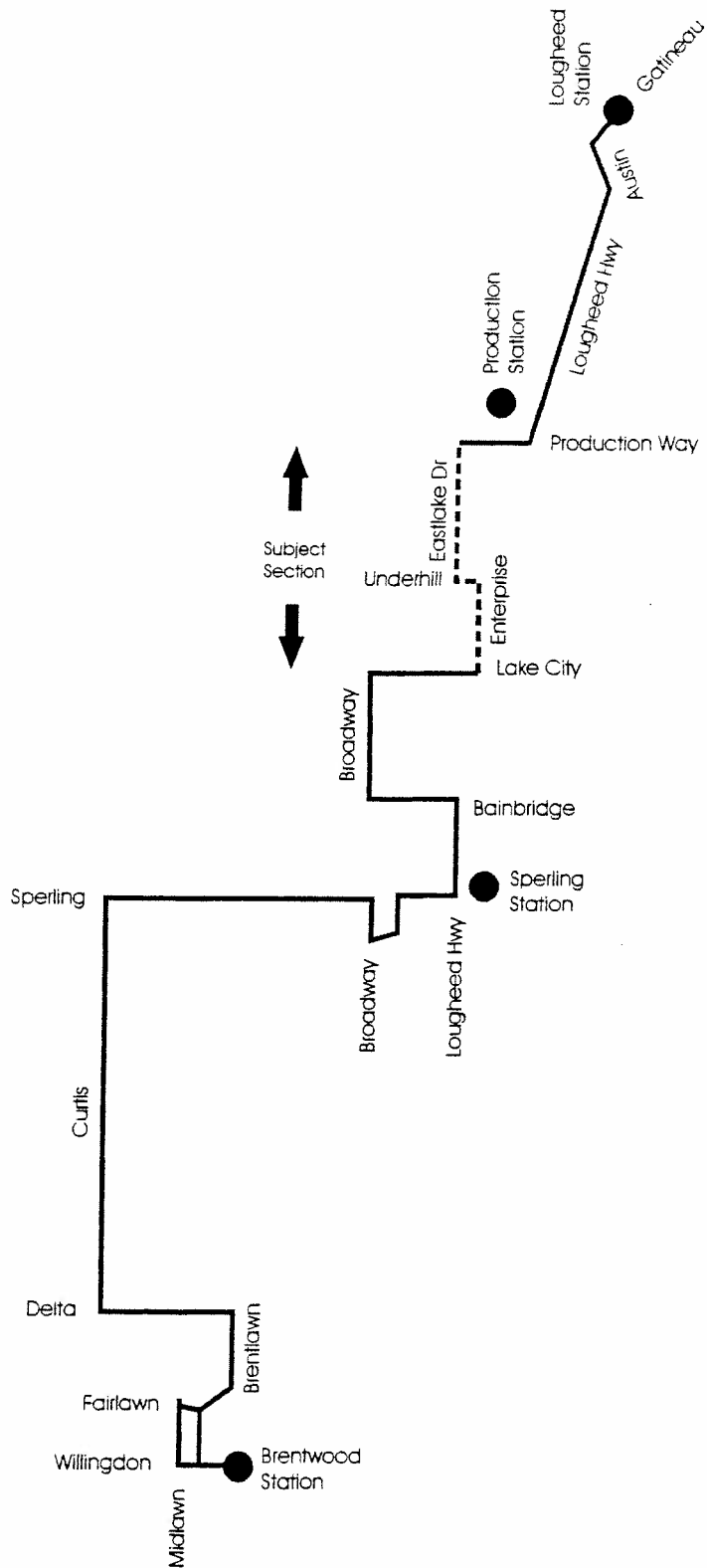
Providing bus service to the Lake City area and connectivity to the SkyTrain stations is important from both a City and Translink perspective. The route chosen is optimum for providing effective service, as are the proposed stop locations. Although the value of on-street parking in this area is recognized, Transit Guidelines are in place to ensure safe operation. In the case of Eastlake and Enterprise road width does not allow for two sided parking under the context of these guideline. As such it is recommended that the proposed parking restrictions and centreline shifts occur. It is proposed that parking be removed from north side of both these streets. It is further recommended that the proposed eastbound stop at 7950 Enterprise be moved slightly east to provide appropriate stop spacing for the convenience of the area transit user.



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

EJ:
Attach.

cc: City Manager



Sketch #1 : Transit Service 134
Route Map

DRAWN BY: AKE

SCALE: NTS

APPRV'D BY: PL

DATE: 23/09/02

