

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: SOUTH SLOPE BUS ROUTE CHANGES

RECOMMENDATION:

1. THAT Council approve the bus stop positions for the upcoming South Slope route changes as described in the attached report.

REPORT

The Traffic Safety Committee, at its meeting held on 2005 November 01, received and adopted the *attached* report discussing the placement of new bus stops relative to the South Slope bus route changes.

Respectfully submitted,

Councillor Doug Evans
Chair

Councillor Nick Volkow
Vice Chair

Councillor Lee Rankin
Member

Copied to: City Manager Director Engineering

TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2005 October 24

FROM: ASST DIRECTOR ENGINEERING

FILE: 90100-04

SUBJECT: SOUTH SLOPE BUS ROUTE CHANGES

PURPOSE: To discuss the placement of new bus stops relative to the South Slope bus route changes.

RECOMMENDATION:

1. **THAT** The Committee approve the bus stop positions for the upcoming South Slope route changes as described.

REPORT**1.0 BACKGROUND**

At the 2005 August 24 meeting, the Transportation Committee received and adopted a report regarding the implementation of bus route changes in the South Slope and Big Bend areas. The proposed route adjustments were subsequently approved by City Council at its 2005 August 29 meeting. Under recommendations contained within the report was an instruction to staff to work with Coast Mountain Bus Company to ensure public consultation in establishing the required bus stops.

2.0 BUS STOP LOCATIONS AND CONSULTATION PROCESS

In conjunction with the south slope bus route changes, Coast Mountain Bus Company is proposing to implement twenty-seven new bus stops (Attachment 1). As part of the bus stop implementation process, staff reviewed the proposed locations with the bus company. If the proposed location impacts a residential property an information letter is given to the resident advising of the stop proposal and requesting feedback.

Of the twenty-seven proposed stops, eighteen required notification. Twenty-three information notices in all were handed out as five stops, due to property width and bus zone length, affected two properties. Nine stops were considered satisfactory as they were in locations where parking was otherwise restricted or not required. Twenty-five of twenty-seven stops are to be set for the smaller community shuttles, therefore requiring shorter zones. Two stops were to accommodate standard buses. Comments have been received regarding five stop locations.

3.0 RESIDENT FEEDBACK

Following is a list of the five locations in which comments regarding the stop proposals were received. Included is the resident concern and initial staff comment. These locations have been reviewed subsequently by the bus company.

3.1 Stop #10 - Southbound Nelson, Farside Clinton, in front of 7849 Nelson Ave

This stop, while in front of 7849 Nelson (second house from Clinton), also impacts the corner house at 4890 Clinton This is due to the requirement for a bus zone to allow for bus pull-in. Mr. Andy Chin of 4890 Clinton has objections to the stop citing removal of parking.

This stop is located slightly further away from the intersection than is normal. This is due to the fact that the bus can not legally fit between the driveway to 4890 Clinton (which is off Nelson) and the intersection. In measuring this distance, it has been confirmed that insufficient space is available for the bus to stop. Further, as per bylaw requirements, there is insufficient space to legally park a car, given driveway and corner clearance requirements. As no legal street parking is being removed, staff recommends approval of this stop.

3.2 Stop #14 – Westbound Rumble, Farside Arthur

The bus stop and zone affect 4973 and 4989 Rumble. Mr. Vic Dang of 4973 Rumble has concerns regarding loss of parking stop spacing.

The loss of parking would be one spot between driveways. Some on-street parking is lost with most bus stops, especially in residential areas. With reference to Mr. Dang's other concern regarding stop spacing, the intent of this stop is to provide drop off and pick up service between Royal Oak and Nelson Avenues, reflecting the desired spacing of 230m between stops. While there are two roads, McGregor and Arthur, that intersect to the south there are no intersections on the north side. Stops are still desirable at intersections even if they are "T" intersections to provide for legal pedestrian crossings. Whichever intersection was chosen would have placed the stop either closer to Nelson or to Royal Oak and would affect residential parking in a similar manner. Coast Mountain Bus Company has indicated, however, that they will review this location to determine whether a more centred location would be more beneficial.

A hold on approval is recommended until this review is complete.

3.3 Stop #16 – Northbound Patterson, Farside Victory

This bus stop affects 7170 and 7190 Patterson. Both residents have provided feedback. Mr. Ron Ford of 7170 Patterson had concerns regarding loss of parking, while Mr. Mike Kaerne of 7190 Patterson had safety concerns relative to a driveway across the street at Ocean View Cemetery as well as parking issues.

This bus stop location was selected to provide appropriate spacing between the new stop at Rumble and an existing stop at Imperial. With reference to Mr. Ford's concerns regarding loss of parking, Staff and Transit have reviewed the stop positioning and have determined an on-street parking area at 7170 Patterson can be retained. Mr. Ford has been advised of this and is satisfied. The parking ban at 7190 Patterson is still required to provide adequate bus manouvering. Regarding safety issues relative to the cemetery driveway, staff have concluded that the installation of a bus stop will not adversely affect the driveway any more than the existing configuration. The bus only stops for short periods as needed, and, when it is at the stop, it does not occupy significantly more road width than any other vehicle which may have been parking there.

Mr. Kaerne has expressed the desire to address the Committee as delegation so it is recommended consideration of this stop be deferred until the next Committee meeting.

3.4 Stop #21 – WB Rumble, Farside McKay

Mr. and Mrs. Gerlitz of 4275 Rumble have written the Committee and have raised concerns about the stop position and the effect on access to their driveway. They have requested the stop be relocated to nearside McKay Ave.

4275 Rumble St is the second property west of McKay Ave. The stop is proposed somewhat further from the intersection than typical due to the presence of a bicycle median on Rumble at McKay. The added zone length provides clearance between this median and the stopped bus. This stop is to accommodate a full sized bus. The Gerlitz' letter does note the narrow shoulder width. The intent will be to improve the shoulder and provide passenger landing area.

Regarding the driveway obstruction, stops are often in the proximity of residential driveway and do not typically create any undue difficulties with access. The stop is proposed to be located beyond the driveway and should not greatly impact its use.. While the response suggests a nearside stop it is recommended that the stop be approved as proposed in accordance with Transit's policy of farside stop positioning.

3.5 Stop #25 EB Rumble, Farside Gray

The bus stop is proposed adjacent 4618 Rumble Ave. The response was from Mrs. Pat Skidmore, a neighbour calling on behalf of the elderly resident at this address. She passed on general concerns about the stop position and potential impact on the driveway access.

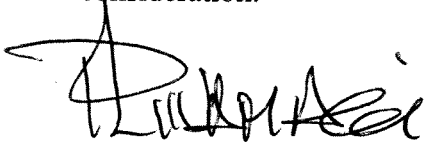
This stop is proposed in a standard farside intersection position and is suggested at Gray Ave to make use of the existing pedestrian signal. Staff have noted however that the distance between the driveway to 4618 Rumble and the Gray intersection is minimal, and although it is only intended for the shuttle bus, the stopping area is not clear. It is recommended that approval of this stop be put on hold until the bus company provides an acceptable bus stop design.

To: Traffic Safety Committee
From: Asst. Director Engineering, Traffic & Eng. Systems
Re: South Slope Bus Route Changes
2005 October 24..... Page 4

4.0 CONCLUSION

As part of the previously approved South Slope bus route changes, Coast Mountain Bus Company have proposed twenty-seven new bus stop locations. Of these eighteen are in proximity of residential properties. As is practice, these residents received notification of the stop proposals and were given an opportunity for comment. Five stop locations received feedback.

Staff reviewed the five locations as described above and have recommended that three be approve as proposed and two be held pending location review and stopping area design consideration.



Peeter Liivamagi, P.Eng.
Assistant Director Engineering, Traffic and Engineering Systems

EJ:
Attachment

ATTACHMENT 1

Proposed Bus Stop Locations For South Slope Bus Route Changes

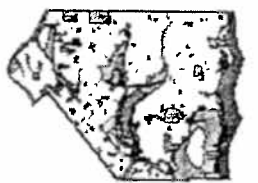
1. NB Sussex Av FS Imperial St
2. WB Maywood St FS Telford St
3. EB Imperial St FS McKay Av
4. NB Gilley Av FS Ewart St
5. NB Gilley Av FS Brynlor Dr
6. NB Gilley Av FS Keith St
7. NB Gilley Av AT Buller Av
8. SB Nelson Av AT #8355
9. SB Nelson Av FS McKee St
10. SB Nelson Av FS Clinton St (AT #7949)
11. SB Nelson St FS Rumble St
12. NB Antrim Av FS Victory St
13. WB Rumble ST FS Royal Oak Av
14. WB Rumble St FS Arthur Av
15. NB Patterson Av FS Rumble St
16. NB Patterson Av FS Victory St
17. SB Patterson Av FS Victory St
18. SB Patterson Av FS Imperial St
19. SB Greenall Av FS Marine Dr (At culvert over ditch)
20. NB Greenall Av FS Marine Way
21. WB Rumble St FS McKay Av
22. EB Rumble St FS Sussex Av
23. WB Rumble St FS Sussex Av
24. WB Rumble St FS Gray Av
25. EB Rumble ST FS Gray Av
26. WB Rumble St FS Nelson Av
27. SB Patterson Av FS Rumble St

Key

NB	-	Northbound
SB	-	Southbound
EB	-	Eastbound
WB	-	Westbound
FS	-	Farside

Stop 25 - 4618 Rumble St

November 01, 2005



- Strata Units
- Skytrain Stations
- Skytrain Lines
- Addresses
- Lot
- Street Intersections
- ◻ Traffic Signal
- ◻ Speed Humps
- ◻ Speed Humps
- ◻ Roads
- Local
- Collector
- Arterial
- Freeway
- Hydrology
- Colour 2004
- Parks
- ◻ Parkland To Be Acquired
- ◻ Parkland
- ◻ Boundary

Map Scale
1 : 500

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Stop 16 - 7190 Patterson Ave

November 01, 2005



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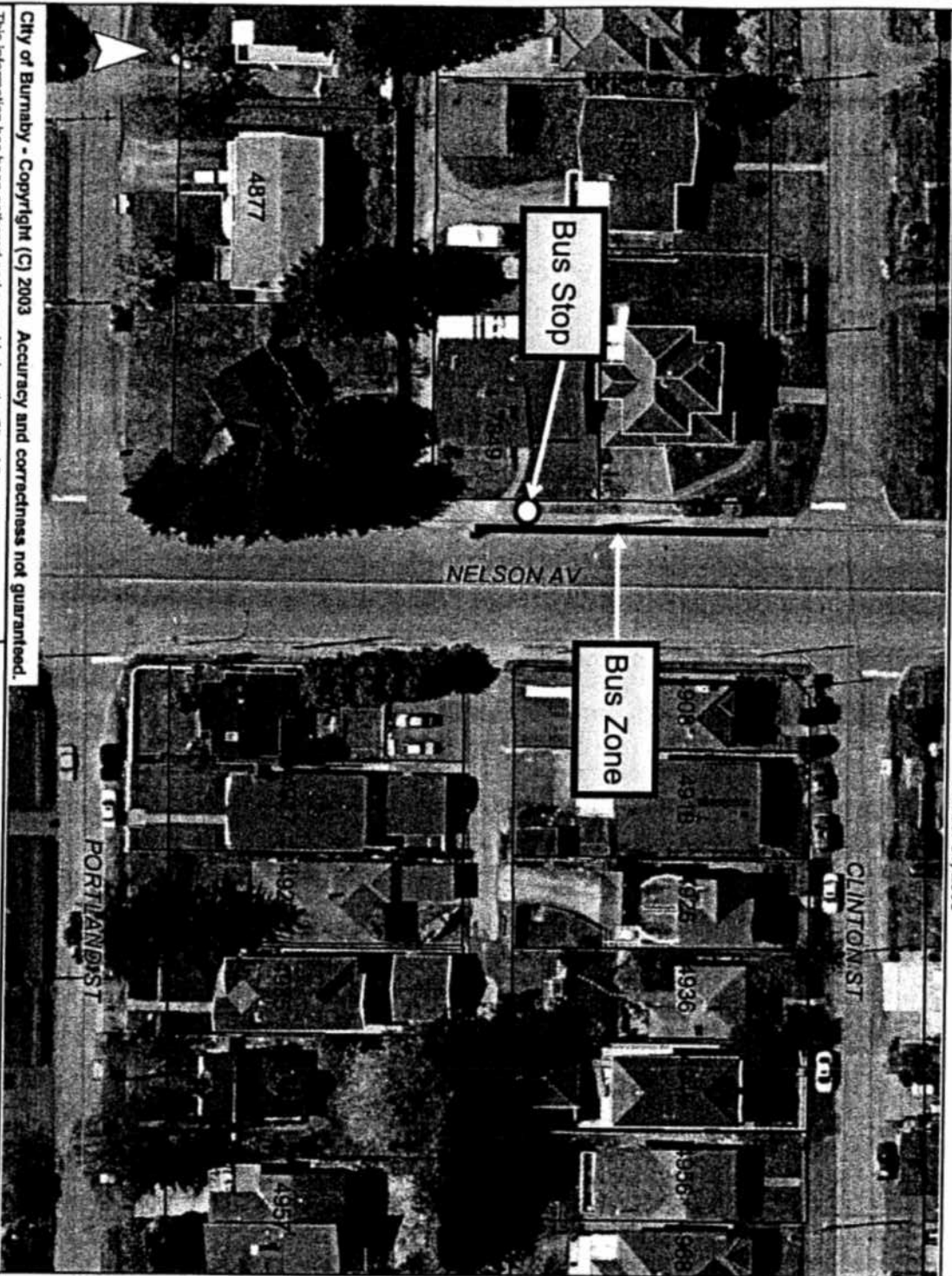


- State Units
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- Lot
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Map Scale
1 : 500

Stop 10 - 7849 Nelson Ave

October 31, 2005



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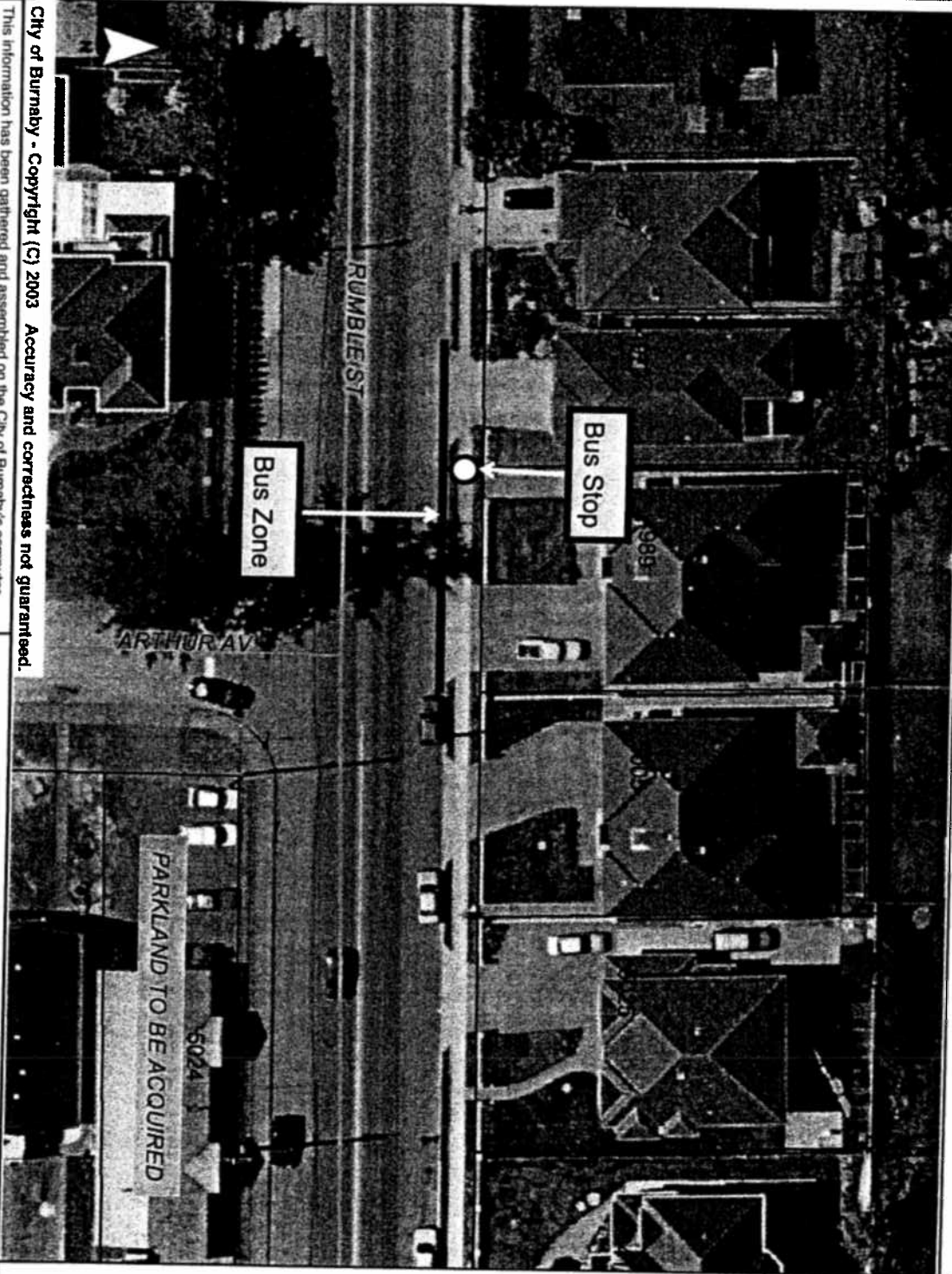


- Strata Units
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- Ⓜ Traffic Signal
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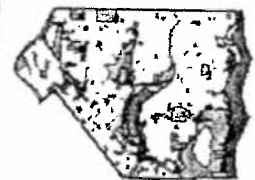
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Stop 14 - 4973/4989 Rumble St

November 01, 2005



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Map Scale
 1 : 500

