

**TRAFFIC SAFETY COMMITTEE**

*HIS WORSHIP, THE MAYOR  
AND COUNCILLORS*

**SUBJECT: PROPOSED BUS STOP IN FRONT OF 7170/7190 PATTERSON AVENUE**

**RECOMMENDATION:**

1. THAT Council approve the installation of a bus stop on Patterson Avenue at Victory Street, as originally proposed by TransLink.

**REPORT**

The Traffic Safety Committee, at its meeting held on 2006 June 13, received and adopted the *attached* report discussing potential bus stop location on Patterson Avenue near Victory Street.

Respectfully submitted,

Councillor Nick Volkow  
Chair

Councillor Sav Dhaliwal  
Vice Chair

Councillor Garth Evans  
Member

Copied to: City Manager Director Engineering
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**TO:** CHAIR AND MEMBERS  
TRAFFIC SAFETY COMMITTEE

**DATE:** 2006 May 29

**FROM:** ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

**FILE:**

**SUBJECT: PROPOSED BUS STOP IN FRONT OF 7170/7190 PATTERSON AVENUE**

**PURPOSE:** To discuss potential bus stop location on Patterson Avenue near Victory Street

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**RECOMMENDATION:**

1. **THAT** The Committee approve the installation of a bus stop on Patterson Avenue at Victory Street as originally proposed by Translink

**REPORT****1.0 BACKGROUND**

Staff has been asked to review other possible bus stop locations on Patterson Avenue, northbound, in the area around Victory Street. As part of South slope bus route adjustments which took place in December 2005, Translink had proposed a new stop just north of Victory Street. Approval, for the placement of this stop was initially sought in a report to the Committee in November 2005, which dealt with the overall new stop locations. Approval was postponed at that time in order to afford adjacent property owners an opportunity to address the item in front of the Committee.

The item was re-addressed at the 2006 January 10 meeting of the Committee at which time approval was again deferred with staff being requested to review potential alternate stop locations. The delay in implementing this stop has reduced the level of service for the adjacent residential area.

**2.0 STOP LOCATION OPTIONS AND REVIEW**

Staff has recently met on-site with a representative of Coast Mountain Bus Company to review options for stop placement in the area of Victory Street. In addition to the standard farside intersection position stops nearside Victory and midblock north of Victory were reviewed.

In reviewing the three positions it should first be noted that the east side of Patterson Avenue is residential and regardless of the location the stop will be in front of a residence(s). In reviewing the nearside stop position the following points were raised:

To: Traffic Safety Committee  
From: Asst. Director Engineering, Traffic and Engineering Systems  
Re: Proposed Bus Stop in Front of 7170/7190 Patterson Ave  
2006 May 29 ..... Page 2

- Bus stop would require a longer bus zone to accommodate the bus pull-in. this would result in more parking removal than a farside stop.
- Pedestrians may cross in front of the bus
- Right turns may occur in front of the bus
- Stopped bus could cause visual obstruction for traffic coming off side street

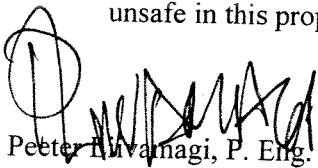
The mid-block location reviewed was in a position north of Victory and away from the Ocean View cemetery driveway, which was noted as a concern. Transit offered the following comments:

- Midblock stops result in the greatest loss of on-street parking as both the bus pull-in and pull-out require curb space as opposed to the intersection being used for one of the manoeuvres.
- Distance from the intersection can result in pedestrians jaywalking rather than walk back to the signals. Again this can also mean pedestrians crossing in front of the bus.
- Excessive distance from complementary opposite direction stop
- Distance from the intersection reduces neighbourhood service as a longer walking is required to get to the stop.

### 3.0 CONCLUSION

While stops are located in differing positions throughout the Transit system the vast majority are in the preferred farside intersection position. This is not to say that there are no negatives to this position such as vision/traffic obstruction and parking loss (although this is minimized). However, Transit vehicles and bus stops are an important part of our Transportation system and the public in general accept this as with any other matter that is dealt with on a daily basis in any urban environment.

While it can be understood that an individual may not be totally comfortable with a specific issue, in this case there is not any advantage to situating the stop at any location other than the originally proposed and considered preferred location. City and CMBC staff do not see anything unusual or unsafe in this proposed position and support its implementation.



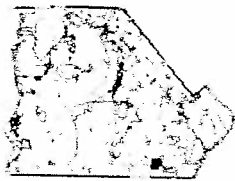
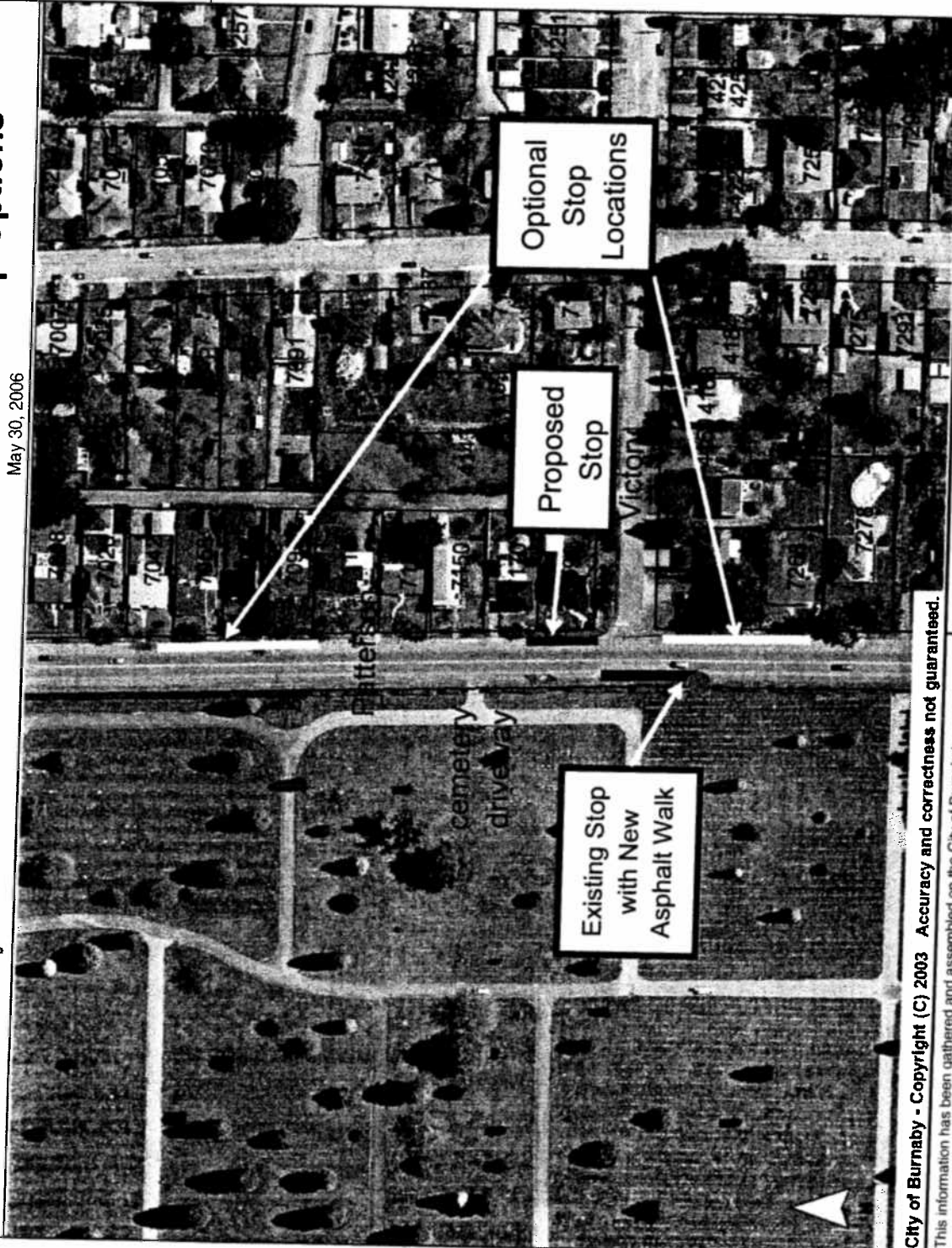
Peeter Ilvamaagi, P. Eng.  
ASSISTANT DIRECTOR ENGINEERING,  
TRAFFIC AND ENGINEERING SYSTEMS

EJ:  
Attachment

Copied to: City Manager

# Patterson Avenue Bus Stop Options

May 30, 2006



- Sirata Units
- Skytrain Stations
- ✈ Skytrain Lines
- Sirata Addresses
- Addresses
- Lot
- Hydrology
- Colour 2004
- Parks
- Parkland To Be Acquired
- Parkland
- Boundary

Map Scale  
1 : 2000

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