

Ladak, Sabreena

From: Chris Budd [REDACTED]
Sent: April-13-15 12:00 PM
To: Clerks
Subject: Fw: BBy city hall
Attachments: vancouver apr2015 036.jpg; vancouver apr2015 038.jpg; vancouver apr2015 040 (2).jpg; 098.JPG; 099.JPG; 100.JPG

SECTION 2 COUNCIL CORRESPONDENCE
City Manager
Dir. Engineering
Dir. Planning & Building
Traffic Safety Committee ✓

April 13th 2015

Chris Budd

#202 6075 Wilson Ave

Burnaby, BC.

V5H 2R5

[REDACTED]
Mayor and Council

City of Burnaby

cc TransLink

cc No TransLink Tax

cc Worksafe BC

cc ICBC

NOTE: The concerns raised were reviewed with Coast Mountain Bus Company and approximately six parking spaces on the north side of Central will be removed to allow two-way traffic to bypass a stopped bus. A few of these spaces will be replaced with new parking spaces further down the block. The location of the HandyDart shuttle stop near the existing crosswalk is required because wheelchair users need to use the drop curb at the crosswalk to access the rear lift of the HandyDart. While traffic congestion is not a problem at this location, the concern about pedestrian visibility was addressed by shifting the shuttle bus stop about 3 meters east and requesting that HandyDart drivers turn on their emergency lights while stopped at the location to help forewarn motorists of potential pedestrian activity. The writer will be informed about the above changes and thanked for bringing his concerns to our attention.

Re: dangerous change to traffic pattern near Patterson Train Station

For submission to be placed on the next Council agenda

Dear Councillors

It has come to my/our attention that the City of Burnaby, TransLink and perhaps other public entities such as TransLink Police are aiding and abetting if not negligently causing a very dangerous traffic congestion problem to persist in the vicinity of Patterson Station on the Skytrain line in Burnaby, on the Boulevard between Olive Street and Wilson Avenue.

This problem still exists despite repeated attempts by the undersigned, to contact the City and TransLink officials to alert them to this problem, which efforts resulted only in a visit by two TransLink police officers whose disrespectful behavior verged on harassment and attempted entrapment by provocation and invitations to escalate hostility. They did reluctantly inspect the location in question but apparently did nothing to change things, then informing the undersigned that it was the City of Burnaby's problem.

Briefly, the decision apparently by TransLink or Skytrain officials to replace elevators and/or escalators at the Metrotown Station has led TransLink to institute a shuttle-bus service for people with baby strollers, wheelchair bound people and other handicapped passengers to take them between Patterson Station and nearby Metrotown Station and back. This is a

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Briefly, the decision apparently by TransLink or Skytrain officials to replace elevators and/or escalators at the Metrotown Station has led TransLink to institute a shuttle-bus service for people with baby strollers, wheelchair bound people and other handicapped passengers to take them between Patterson Station and nearby Metrotown Station and back. This is a good and sensible service but the way it has been implemented beginning about mid March 2015 has created a very congested and very dangerous traffic squeeze directly east of the Patterson Station and adjacent to the south-side door of Michelle Manor at 6075 Wilson Avenue, Burnaby, BC.

As one can see from the photo's attached, the extreme congestion increases the risk of some driver of a bus or car killing a pedestrian walking out behind the shuttle buses who are in the crosswalk or a jaywalking pedestrian due to inadequate visibility.

The problem is that the City, probably at TransLink/ Skytrain's behest, is permitting TransLink to leave its shuttle-buses to sit idle for long periods in a spot where no other vehicles are allowed to stop and leaving so little space that only one vehicle can pass at a time.

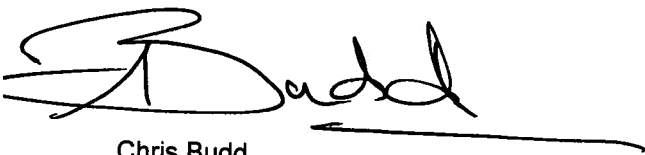
This is especially frustrating because some simple solutions are available but not surprisingly officials at TransLink have proven unwilling to accept common-sense advice and regrettably, city staff, also have heretofore denied responsibility. If this was a short-term problem one could perhaps accept their indifference but we understand the situation will persist for about a year, which if it does probably will contribute to some pedestrian's wrongful death and perhaps lead to a costly lawsuit.

A first solution would be to prevent curbside parking on the north side of the Boulevard between Olive Street and Wilson Avenue for the duration of the construction project, which would at least restore two lanes for passing vehicles. Though that would deprive local residents of about eight to ten curbside parking spaces it also could save someone's life, perhaps even one of those residents. In conjunction with this first option would be to have the shuttle-buses move further east up the Boulevard toward Wilson Avenue so as not to dangerously continue to illegally park so close to a pedestrian crossing and impede the vision of the crosswalk when driving west toward Olive Street.

Fixing this problem should not be difficult and neither should it be so difficult to draw it to the proper attention of the responsible agencies and personnel.

I trust that with this letter the Councillors of Burnaby will ensure that a remedy is ordered forthwith.

Yours sincerely

A handwritten signature in black ink, appearing to read "Chris Budd", with a long horizontal line extending to the right.

Chris Budd



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YIELD

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