

TO: CHAIR AND MEMBERS
PUBLIC SAFETY COMMITTEE **DATE:** 2021 Mar 08

FROM: DIRECTOR - PUBLIC SAFETY AND
COMMUNITY SERVICES

SUBJECT: BUS STOP SAFETY

PURPOSE: To provide the Public Safety Committee with information on safety at
City Bus Stops.

RECOMMENDATION:

1. **THAT** Public Safety Committee receive this report for information purposes.

REPORT

1.0 INTRODUCTION

At the 2021 January 13 Public Safety Committee meeting, a concern was raised regarding pedestrian safety at City Bus Stops. In particular, the level and nature of safety enhancements at each stop such as lighting, benches and shelters. The bus stops on Oakland St between Royal Oak Avenue and Gilley Avenue were referenced as an example where perhaps the bus stops could be enhanced with additional lighting and shelters. This report will provide information on safety enhancements of City Bus Stop locations.

2.0 POLICY SECTION

Goal

- A Safe Community
 - Crime prevention and reduction – Ensure citizens and businesses feel safe in our community
 - Transportation safety – Make City streets, pathways, trails and sidewalks safer
 - Community amenity safety – Maintain a high level of safety in City buildings and facilities for the public and City staff

3.0 BACKGROUND

There are currently 968 bus stops in the City of Burnaby. Of these, 231 have shelters and the remaining 737 have either a bench or no enhancements. The care and maintenance of these bus stops are the responsibility of the City.

Although it would be ideal to have a bus shelter installed at all bus stops in the City, an illuminated bus shelter currently costs approximately \$30,000 each including design, materials and installation. This would result in a cost of approximately \$22M to install bus shelters at all remaining bus stops in Burnaby that do not have one. With budget requirements for additional City transportation safety enhancements in mind such as sidewalk and streetlight installations, the enhancements of bus stops are reviewed closely and strategically deployed.

There is a City program to install bus shelters every year on an ongoing basis. The installation priorities are based on the number of passengers boarding at each bus stop to ensure the shelters installed provide a benefit to as many people as possible. The Engineering department is responsible for the bus stop enhancement program using an assessment process to determine the level of enhancement as well as is appropriate replacement schedule for infrastructure at the bus stops. As a result of this program, 2 new shelters were installed in 2019, 16 new shelters installed in 2020 and there are 20 new shelters scheduled for installation in 2021.

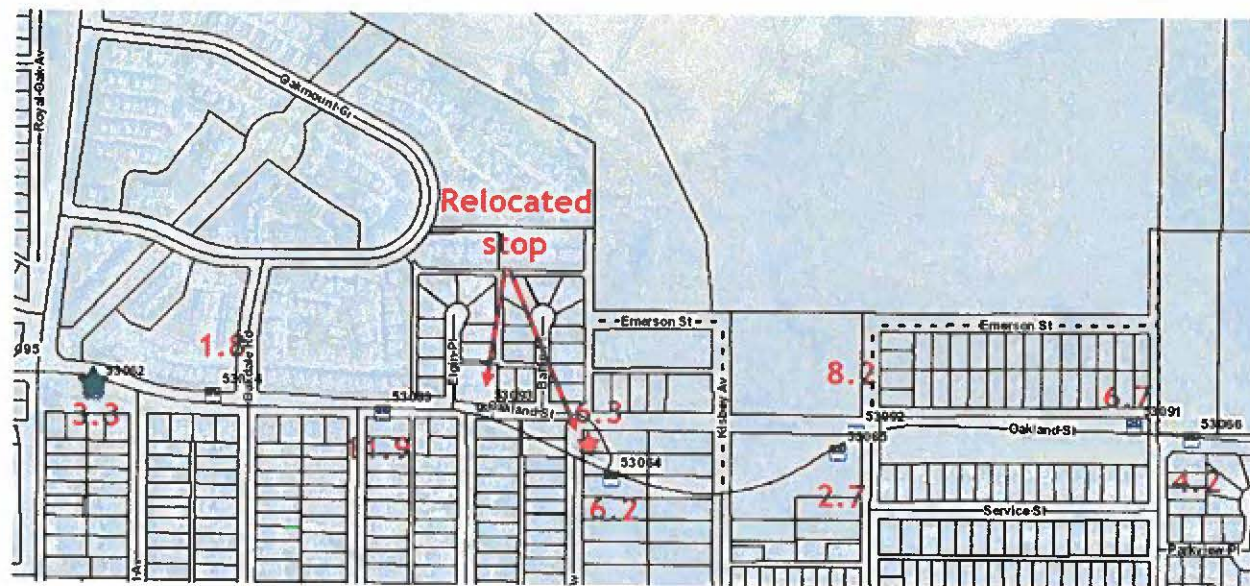
4.0 BUS STOPS ON OAKLAND STREET

4.1 Lighting Levels

The map below provides the light level readings in front of each bus stop in *lux* on Oakland Street between Royal Oak Ave. and Gilley Ave. These readings were obtained specifically for this report in order to provide accurate data regarding the lighting levels at the bus stops.

Of note, the lowest lighting levels were found at bus stop #53094 and bus stop #53065. Ideally 5 lux would be appropriate for a street with medium pedestrian activity, however should be a minimum of 3 lux for a low pedestrian activity street. Due to these findings, further exploration is underway by the Engineering department to determine the possibility of changing the street light fixture (bigger/brighter) across from bus stop #53094 to provide enhanced lighting. The City street light program is currently focussing on lighting unlit streets as opposed to measuring bus stops to ensure they meet optimal light levels. Currently, the light levels at bus stops are largely dictated by how close they are located to an existing street light.

To: Public Safety Committee
 From: Director - Public Safety & Community Services
 Re: Bus Stop Safety
 2021 Mar 17Page 3



4.2 Weekday Boardings

The table below provides the average weekday boardings at each stop in 2019 on Oakland St. between Royal Oak Ave. and Gilley Ave. The boarding data is very useful to assess shelter need to better cater to people waiting for a bus, rather than people getting off the bus. The bus stops on the north side generally have higher boardings than the south side and bus stop #53094 is reasonably well used and not well lit.

City-wide, shelter installations are based primarily on ridership as it is a key factor. For perspective, bus shelters are typically being installed at locations where the average boardings are near 100 per day.

Stop #	Light Level Reading (lux)	Avg. weekday boarding (2019)	Existing Bus Amenity
53062	3.3	34	Shelter (unlit)
53094	1.8	55	Bus Bench
53063	11.9	22	Bus Bench
60366 (replacing 53093)	6.3	57	Bus Bench
53064	6.2	12	Bus Bench
53065	2.7	13	Bus Bench
53092	8.2	36	Bus Bench
53091	6.7	47	Bus Bench
53066	4.2	32	Bus Bench

To: *Public Safety Committee*
From: *Director - Public Safety & Community Services*
Re: *Bus Stop Safety*
2021 Mar 17Page 4

5.0 CONCLUSION

As detailed in this report, the Engineering department has a program in place to expand the number of bus shelters on an annual basis. In recent years the number of new shelters has been increasing with 20 being scheduled for 2021.

As further detailed in this report, based on the available data and usage prioritization of each stop, currently there are no additional shelters scheduled for the bus stops on Oakland St. between Royal Oak Ave. and Gilley Ave. These will of course be re-assessed as part of the annual process to determine their priority ranking with other stops throughout the City.

It has been determined that there are lighting issues at some bus stops on Oakland St. between Royal Oak Ave. and Gilley Ave. and the Engineering department is working on enhancing the lighting at these locations.

6.0 RECOMMENDATION

It is recommended that the Public Safety Committee receive this report for information purposes.


Dave Critchley
DIRECTOR - PUBLIC SAFETY AND COMMUNITY SERVICES

:dc

Copied to: Dir Engineering