

TO: MAYOR & COUNCIL
FROM: GENERAL MANAGER ENGINEERING
SUBJECT: **COUNCIL RESOLUTION ON TRANSLINK BUS RAPID TRANSIT**
PURPOSE: To respond to TransLink's request for municipal resolutions in support of Bus Rapid Transit (BRT).

RECOMMENDATION

THAT the resolution in support of the Metrotown - Park Royal BRT and study alternatives, as attached in the report titled "Council Resolution on TransLink Bus Rapid Transit" dated October 16, 2023, be endorsed; and

THAT the endorsed resolution, as attached in the report "Council Resolution on TransLink Bus Rapid Transit" dated October 16, 2023, be forwarded to TransLink for the planning and implementation of BRT in the Region.

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS

I concur with the recommendation of the General Manager Engineering.

1.0 POLICY SECTION

The Burnaby Transportation Plan is guided by the City's overall vision and the overarching Sustainability Strategy and Climate Action Framework. The Plan identifies the City's Long Range Public Transit Network with designated corridors for enhanced transit treatment such as BRT that will support city-wide transportation targets towards sustainable modes of travel.

2.0 BACKGROUND

In June 2022, TransLink and the Mayors' Council approved the Transport 2050 Ten-Year Priorities to expand and improve transit service throughout Metro Vancouver. As a cornerstone of the Ten-Year Priorities, nine BRT corridors were identified for implementation, of which four are located within Burnaby:

- Metrotown - Park Royal
- Hastings Street – SFU to Burrard Station
- Metrotown - Richmond Centre
- Marine Drive Station - 22nd Street Station

In the summer of 2023, TransLink initiated the prioritization of the BRT program from which preliminary analysis and a Multiple Account Evaluation were conducted to identify

the characteristics and merits of the corridors. In September 2023, TransLink requested for municipal council resolution in support of BRT and indicate corridor preference.

3.0 GENERAL INFORMATION

Preferred BRT Corridor

Technical reviews conducted by TransLink of the BRT corridors indicated the Metrotown - Park Royal corridor will generate the best regional outcome in terms of daily boardings and second in the region for access to employment. A daily boarding of 55,000 was forecasted in 2035 for the Metrotown - Park Royal corridor.

For the “Quick and Easy Implementation” assessment, the Metrotown - Park Royal corridor scored moderately as only 20% of the corridor can accommodate dedicated BRT operations without the loss of travel lanes and on-street parking. This constraint is particularly acute for the Hastings Street segment between Boundary Road and Willingdon Street. For the “Ease of Operational Implementation” assessment where incremental fleet size and layover capacity were considered, the Metrotown - Park Royal corridor scored moderately in comparison with the rest of the BRT corridors in the region.

On the bases of the preliminary evaluation outcomes and on the strength of the ridership and economic benefits, the Metrotown - Park Royal is considered to be Burnaby’s leading BRT candidate with further design refinement to overcome road space constraints and to expedite implementation.

Modified Alignment

To achieve a “Quick and Easy” implementation, the Metrotown - Park Royal corridor will need the dedication of general traffic lanes and/or curbside parking to accommodate a smooth on-street BRT operation. For the Burnaby segment of the corridor, an alignment modification will ameliorate the traffic lane constraints by re-routing the BRT onto Boundary Road south of Hasting Street and connecting to Brentwood Town Centre via First Avenue and Halifax Street as illustrated in Attachment 1. The modified alignment will form the basis for further BRT planning and design, as well as for future corridor study alternatives for rail-based rapid transit connection to the North Shore.

Supportive Council Resolution

In September 2023, TransLink, in preparation for the Joint Mayors’ Council and TransLink Board of Directors BRT prioritization workshop scheduled for October 19, 2023, requested municipal resolutions to indicate corridor preference and commitment to early and coordinated BRT implementation. The City of Burnaby resolution in support of the Metrotown - Park Royal BRT project and study alternatives is presented in Attachment 2. In addition to recognizing the significance of the BRT program, the resolution affirms the modified alignment of the Metrotown – Park Royal corridor and

Council's commitment by directing staff to coordinate with TransLink and work expeditiously for the implementation of the Metrotown – Park Royal BRT corridor.

4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT

Moving forward, TransLink will seek directions from the Mayors' Council and TransLink Board of Directors on communication and public engagement after the presentation of findings on BRT project prioritization at the Joint Board/Mayors' Council workshop on October 19, 2023.

5.0 FINANCIAL CONSIDERATIONS

There are no financial considerations related to this report.

Respectfully submitted,

Jozsef Dioszeghy, P.Eng., General Manager Engineering

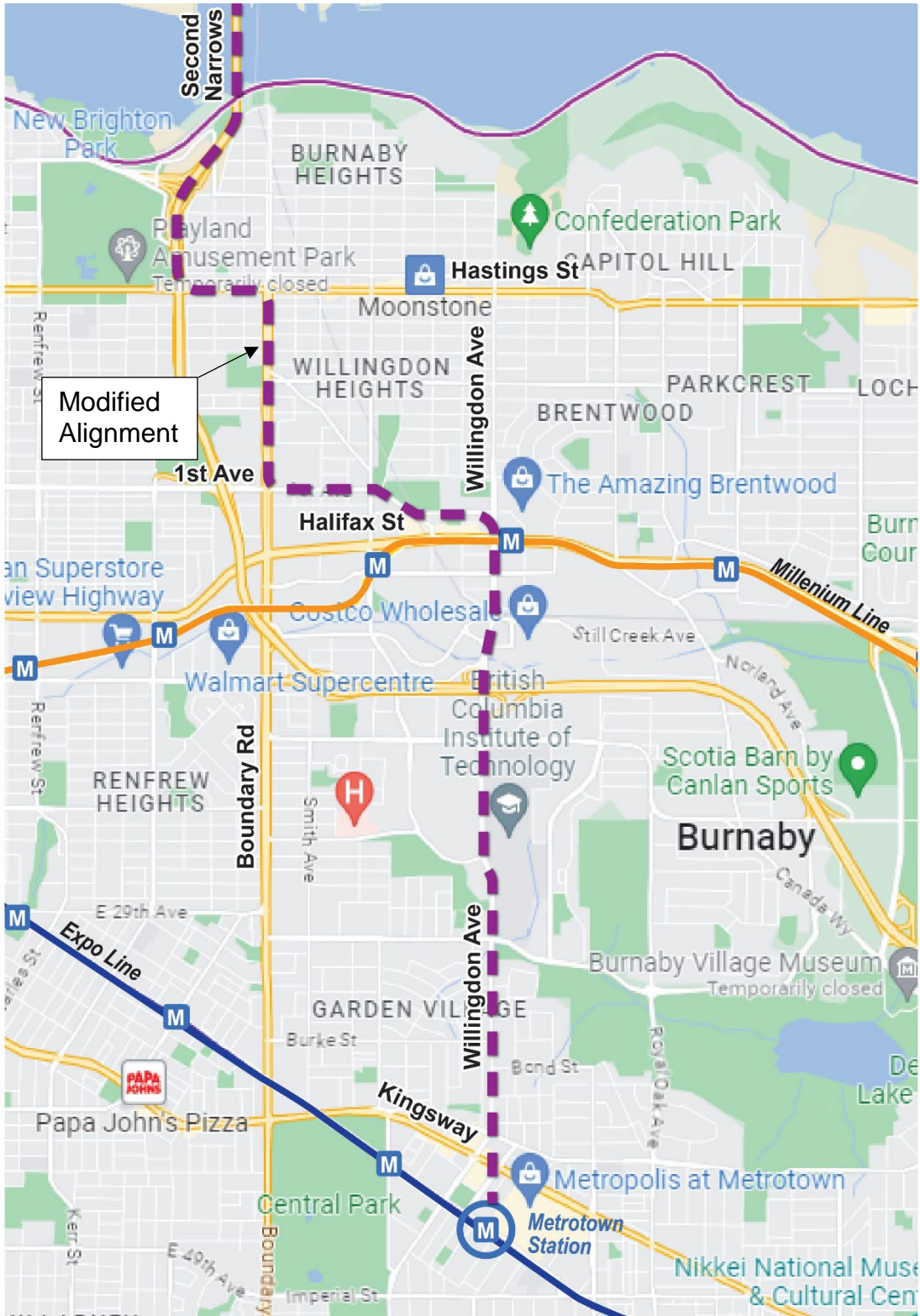
ATTACHMENTS

- Attachment 1 – Modified Alignment for Park Royal – Metrotown Corridor (Burnaby)
- Attachment 2 – City of Burnaby Resolution on Bus Rapid Transit Action Plan

REPORT CONTRIBUTORS

This report was prepared by Amy Choh, P.Eng., PMP, Director Engineering Transportation

Attachment 1 – Modified Alignment for Park Royal – Metrotown Corridor (Burnaby)



Attachment 2 - City of Burnaby Resolution on Bus Rapid Transit Action Plan

WHEREAS

1. TransLink and Mayors' Council on Regional Transportation unanimously endorsed the *Transport 2050: 10-Year Priorities* in 2022 to urgently expand and improve transit throughout Metro Vancouver in order to support record-setting population growth, housing affordability needs, GHG emission reduction targets and reconciliation;
2. The *Transport 2050: 10-Year Priorities* places a strong emphasis on quick and cost-effective delivery of new at-grade rapid transit through nine Bus Rapid Transit (BRT) corridors in the region, of which four of them are located within Burnaby: i) Metrotown - Park Royal, ii) Hastings Street between SFU and Burrard Street Station, iii) Metrotown - Richmond Centre, and iv) Marine Way Station - 22nd Street Station;
3. BRT requires the reallocation of road space by local municipalities for the dedication of travel lanes and reconfiguration of on-street parking and land access for immediate and successful implementation; and
4. TransLink and the Mayors' Council are currently undertaking a prioritization process to determine the order in which BRT corridors will be implemented, emphasizing a cooperative and coordinated approach with municipal and other local government partners to ensure the initial phase of high quality BRT can be built quickly to demonstrate the value and benefits of BRT to the rest of the region.

BE IT RESOLVED

- A. THAT Burnaby supports the Metrotown - Park Royal BRT featuring dedicated bus lanes, prioritized transit signals, enhanced customer amenities at stations and customized vehicles to deliver fast, reliable, high quality rapid transit between Burnaby and the North Shore;
- B. THAT the alignment of the Metrotown - Park Royal BRT within Burnaby be modified to include the Boundary Road - First Avenue - Halifax Street - Willingdon Avenue routing;
- C. THAT in parallel with the BRT project, TransLink advances immediately the business case development to confirm future rail-based rapid transit technology of the Metrotown - Park Royal corridor including options for a dedicated transit crossing of the Burrard Inlet;
- D. THAT Burnaby Council direct staff to work expediently with TransLink and coordinate with adjacent and affected municipalities towards the planning, design and implementation of BRT; and
- E. THAT Burnaby requests Mayors' Council to prioritize the Metrotown - Park Royal corridor as a first tier BRT project, based on Burnaby's readiness to support the project.