

2. Re: Letter dated October 24, 1972, from City of Vancouver re
Transit Matters - Joint Brief of the Amalgamated Transit
Union Division 101-134 and the Citizens' Coordinating
Committee for Public Transit

The following is the report of the Planning Director dated November 16,
1972, regarding the above.

RECOMMENDATION:

THAT the Planning Director's recommendations be adopted.

* * * * *

Planning Department,
Nov. 16, 1972.

RE: TRANSIT MATTERS.

BACKGROUND

Early in 1972 a "park and ride" system of transportation was instituted in Vancouver with the cooperation of the City, who provided the use of established "special" parking facilities adjacent the Pacific National Exhibition grounds, and B. C. Hydro Transportation Division who provided the bus service.

Considerable early demand for the "park and ride" concept of transportation has been shown in this area over a period of time when it became evident from "complaints" of residents that commuter vehicles were being parked all day on Burnaby and Vancouver residential streets within easy walking distance of the Kootenay "loop" bus terminus.

The B. C. Hydro have operated for many years during peak travel periods an "express" trolley bus service to the Kootenay "loop". This terminus of the "trolley" service also defines the current boundary for a forty percent increase in bus fare for the daily commuter to Vancouver from Burnaby.

Acceptance by the public and the success of the recently, formally, instituted "park and ride" system has been shown by the gradually increasing number of subscribers to this two mode (private auto and public transport) form of commuter transportation.

Burnaby Municipal Council on November 6, 1972 received correspondence dated October 24, 1972 from the Vancouver City Clerk requesting information as to Burnaby's position in relationship to development of "park and ride" systems from Burnaby to the City of Vancouver and return (see attached).

OBSERVATIONS

The "park and ride" concept of transportation is geared mainly to a destination oriented person-travel pattern, such as the Vancouver Downtown area where there is already established a good public transport service, a high concentration of employment and business activity and increasingly difficult and "costly" all-day parking opportunity. We would define "costly" here with reference to the daily "out-of-pocket" expense for the commuter, but also would reflect upon the detrimental effect produced for the urban environment in terms of requiring that an increasingly larger proportion of development be devoted to all-day auto accommodation.

The immediate operational effect and advantages to Vancouver of the "park and ride" system would be measured not only by the number of cars removed from the high traffic density of the Vancouver downtown area only to be replaced in the outlying lower density areas, but also in the improved capability of the existing arterial streets to accommodate the transportation service for which they were designed. The effect of the "park and ride" system on arterial streets could be reflected, for example, in possibly a slower rate of increase in congestion, delays and accident experience.

Other effects include a more controlled parking arrangement at established public transport termini where "on-street" commuter parking demand in residential areas is reduced if not eliminated, the beneficial effect of a decreased rate of air pollution and last but not least, the beneficial effect of reduced demands on the human nervous system.

For simplicity we would define a Vancouver based "park and ride" system as one in which "express" bus eastern termini and associated parking facilities are located wholly within the eastern region of the city. Similarly, a Burnaby based system means that the eastern termini of "express" bus operation from Vancouver and associated parking facilities would be located wholly within Burnaby on the eastern and south-eastern periphery of the municipality.

Vancouver's system provides a significant travel benefit for Burnaby residents and for those few from adjacent municipalities to the east and south east who would use the system because it reduces the driving distance and cost of the two-way commuter trip. The Vancouver based system fills a "gap" in the public transportation service to the Vancouver downtown for residents outside Vancouver who are without convenient public transport service and therefore are required to travel mostly by auto (drivers or auto passengers) or in the case of Burnaby, where frequency of established public transport service may not be convenient or adequate, or the over-all travel time to the destination by the established service is too great compared to auto travel time over a portion of the route.

By drawing a parallel with the Vancouver system, where limited benefit is realized by Vancouver residents but a better form of public transport is provided Burnaby residents; so would be the case in a Burnaby based "park and ride" system for Burnaby residents unless they travel to the terminus, but a better form of public transport would be provided the Port Moody, Coquitlam, New Westminster and Surrey residents. A significant difference in over-all transportation service between Burnaby and Vancouver would still remain because Burnaby residents who would not use the "park and ride" service would not have a comparable public transport system to that currently enjoyed by or available to the average Vancouver residents.

With regard to a current demand for this type of transportation, the Planning Dept. believes demand for the service along the eastern boundary of Burnaby has not yet surfaced for several reasons. Firstly, the current inefficient operational concept of public transport service in Burnaby with the non-existence of an "express" type service to the eastern part of the municipality appears to act as

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a deterrent for the "would be" public transport user.

Secondly, the greater distance of the area from the Vancouver Downtown and proximity to intervening areas would offer a more widespread pattern of destinations and therefore a lesser concentration of person trips destined to Vancouver Downtown from areas east of Burnaby.

Lastly, the attractiveness of individual flexibility which is offered the driver in the current availability and therefore competitive nature of the relatively uncongested, (compared to Vancouver) higher travel speed "regional" road facilities (which could now be used by public transport "express" service) through Burnaby under the jurisdiction of the Dept. of Highways.

CONCLUSIONS

In view of the preceding, the Planning Department would place a Burnaby based "park and ride" system in a low priority category relative to needed improvements in the current Burnaby transport service.

It is interesting to note, from the attached correspondence accompanying the October 24, 1972 letter received from Vancouver, that other municipalities adjacent Vancouver are purported to have some Provincial Government assistance in that the Dept. of Highways is apparently exploring the possibility of land availability for parking lots or has initiated a study on the matter in connection with a "park and ride" system.

It is also noteworthy that although the recent transportation study on rapid transit in the Greater Vancouver Area determined that one of the most viable routes for rapid transit and the one most likely to be first implemented was along the Kingsway corridor yet the current "park and ride" system was implemented in the Hastings St. corridor. The reason being, as noted earlier in this report, the demand was created early when the established use of "express" bus service was combined with the availability of large open areas of parking.

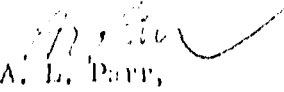
Predicated upon the findings of previous studies on transportation in the region it would follow that a similar "park and ride" system could be successfully operated if large areas of all-day parking were available in the Kingsway corridor at the Joyce Road "loop" and if the B. C. Hydro operated an "express" service from this point.

RECOMMENDATIONS

The Burnaby Planning Department would recommend

1. THAT Council take no action on adopting a "park and ride" concept until current deficiencies in the existing public transportation concept are upgraded to provide a better, more attractive service for Burnaby residents, which could include some form of "express" bus service to the eastern part of Burnaby.
2. THAT Council continue to support a regionally oriented transportation concept under the Greater Vancouver Regional District authority.
3. THAT in view of the apparent viability of the Kingsway corridor to support another Vancouver based "park and ride" system, Council request the Regional District to study the feasibility of locating land in Vancouver for parking lots in the vicinity of the Joyce Road "loop".

Respectfully submitted,


A. L. Parr,
DIRECTOR OF PLANNING.

WSS:ew
c.c. Municipal Engineer, Municipal Clerk.

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ORIGINAL COMMUNICATIONS

REGULAR COUNCIL MEETING

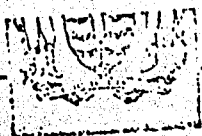
NOVEMBER 6, 1972

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(j) City Clerk, City of Vancouver, 453 W. 12th Avenue, Vancouver 10, B.C.



OFFICE OF THE CITY CLERK
CITY OF VANCOUVER • CANADA

RONALD THOMPSON, J.P.
CITY CLERK

DOUGLAS H. LITTLE
DEPUTY CITY CLERK

October 24, 1972

The Mayor and Council,
District of Burnaby,
4949 Canada Way,
Burnaby 2, B. C.

Dear Sirs:

Re: Transit Matters - Joint Brief of the Amalgamated
Transit Union Division 101-134 and the Citizens
Coordinating Committee for Public Transit

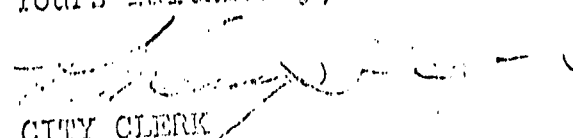
I wish to advise that the Vancouver City Council, at its meeting held October 17, 1972, adopted the attached recommendation of the Standing Committee on Transportation dated September 28, 1972.

I would appreciate receiving from you for the information of the Vancouver City Council your Council's present position in relationship to the development of "park and ride systems" from Burnaby to the City of Vancouver and return.

As you can see from the attached report, Vancouver City Council is initiating at the earliest possible moment improvements to the transit system within the city and improvements where possible to the traffic entering the city.

Your cooperation will be appreciated by the Vancouver City Council.

Yours faithfully,


CITY CLERK

M. James:SW
cc. Minister of Highways

ATTACHMENT TO: (j)

EXHIBIT F, REPORT OF THE STANDING COMMITTEE
ON TRANSPORTATION, SEPTEMBER 28, 1972

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COUNCIL MEETING Nov. 27/72

1. Transit Matters

Joint Brief of the Amalgamated Transit Union
Division 101-134 and the Citizens Coordinating
Committee for Public Transit

On August 18, 1972, the Amalgamated Transit Union Division 101-134 and the Citizens Coordinating Committee for Public Transit requested by letter an appearance before Council in connection with their joint brief. At the Council meeting of August 29, 1972, the communication was referred to your Standing Committee on Transportation for the purpose of hearing the delegation.

Arrangements had been made for the representatives of the Amalgamated Transit Union Division 101-134 and the Citizens Coordinating Committee for Public Transit to appear before this meeting. Prior to the meeting copies of the joint brief, dated August 24, 1972, were circulated to the members of the Committee.

In the brief under the heading "Program of Immediate Improvements", the Union and Citizens Coordinating Committee recommended ten points as follows:

- "1. Restoration of the frequency of runs to at least the 1956 level.
2. The adoption of new scheduling principles substantially reducing split shifts, and drastically reducing overtime.
3. Doubling the present hiring rate of three men a week.
4. The purchase of at least 100 new buses, not just the 9 scheduled for October.
5. Completely recondition the existing trolley fleet, along the lines undertaken by the Toronto Transportation Commission.
6. End the fracturing of the system and establish transit municipal routes and manpower policies.
7. Pressure other City Councils to set up park and ride stations, notably in Surrey, South Surrey, Lougheed Mall, Richmond, and especially North Vancouver.
8. Institute a series of dial-a-bus experiments in at least 4 Vancouver neighbourhoods, using the Regina example.
9. Demand the reintroduction of the very successful downtown pass.
10. Institute reserved curb lanes for buses only during the rush hours, on Hastings, Granville, Main and Kingsway, and see to it that they are enforced."

In submitting the brief, Mr. W. Link, the Business Manager of the Amalgamated Transit Union Division 101-134, spoke to the Committee and recommended that all 10 points be adopted by the Vancouver City Council and supported by the Council.

Mr. Bruce Yorke, Chairman of the Citizens Coordinating Committee for Public Transit, in speaking to your Committee felt it was the general responsibility of the City of Vancouver in transit matters to be well aware that whatever happens in transportation planning will have an undoubted effect on the growth pattern of the City. He stressed that the present transit system must be taken as is and it must be brought up to the required standard. Mr. Yorke asked Council support for the brief and its recommendations by sending a delegation to the Provincial Cabinet to support the brief. He also asked that Council support the upgrading of the transit system, not only in the City of Vancouver but in the whole regional area.

During the discussion of the various items in the brief the Chairman reported on the present situation in connection with 'park and ride'. The Chairman noted that discussions on a 'park and ride' system from Richmond to downtown Vancouver supplementing the Richmond express bus service had been taken to the Richmond Council and that the Richmond Council had decided to take no action whatsoever. The Chairman understood that the Provincial Government Department of Highways was exploring the possibility of land availability for parking lots for a 'park and ride' service in the Richmond area. The Chairman mentioned that in connection with the North Shore 'park and ride' system the Provincial Government Department of Highways has a study on the matter at the present time, and a proposal to use land under Lions Gate Bridge for a parking lot for a 'park and ride' system from the North Shore. The Chairman reported he understood that the estimated cost for the North Shore 'park and ride' would be in the area of \$2.0 million.

During the general discussion on the comments contained in the brief the following was put before the Committee but not acted upon pending the consideration of Item #3 of the Agenda - "Downtown Vancouver Transit Concepts":

"THAT the Federal Government be asked to participate in discussions to explain to the Council of the City of Vancouver the ways and means of seeking Federal help for urban area transportation systems".

After general discussion with the representatives of the Citizens Coordinating Committee for Public Transit and the Amalgamated Transit Union Division 101-134, your Committee

RECOMMENDS Vancouver City Council arrange a meeting with either the Provincial Cabinet or the responsible Ministers of the Provincial Cabinet and the responsible officials of the B.C. Hydro and Power Authority as soon as possible to explore immediate improvements to the transit system in the City of Vancouver, and,

THAT the City of Vancouver seek Federal Government assistance to investigate the establishment of "Dial-a-Bus" or other non-trunk bus line systems in neighbourhoods to be selected in the City of Vancouver, and

THAT the City of Vancouver pressure other City Councils to set up 'park and ride' stations, notably in Surrey, South Surrey, Lougheed Mall, Richmond, and especially North Vancouver.