

ITEM 5
MANAGER'S REPORT NO. 37
COUNCIL MEETING May 31/76

Re: LETTER FROM BRITISH COLUMBIA HYDRO AND POWER AUTHORITY WHICH APPEARED
ON THE AGENDA FOR THE MAY 17, 1976 MEETING OF COUNCIL (ITEM 5c)
PROPOSED IMPROVEMENTS TO BUS SERVICE IN BURNABY

Appearing on the May 17, 1976 agenda was a letter from Mr. W.A. Duncan, Assistant General Manager of Transportation for the B.C. Hydro and Power Authority, regarding proposed improvements to the bus service in Burnaby. Following is a report from the Director of Planning on the matter. Comments from the Engineer are attached.

RECOMMENDATIONS:

1. THAT B.C. Hydro be thanked for their mutually co-operative approach to reviewing transit serving Burnaby; and
2. THAT Council concur with the service changes suggested by B.C. Hydro; and
3. THAT B.C. Hydro be requested to consider the relocation of the 16th Avenue Loop to the vicinity of the Edmonds Loop; and
4. THAT B.C. Hydro provide Burnaby with new schedules and bus route numbers as soon as these are available, so that Burnaby citizens may be kept fully informed of improvements in bus services in Burnaby; and
5. THAT B.C. Hydro be sent a copy of this report.

* * * *

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
RE: PROPOSED IMPROVEMENTS TO BUS SERVICE

PLANNING DEPARTMENT
MAY 20, 1976.
OUR FILE # 08.607

Improvements to the bus system have been sparse in recent years. Under the auspices of the Bureau of Transit Services (B.O.T.S.), (which was established early 1973 under the Minister of Municipal Affairs) considerable impetus to upgrade bus services was provided in the form of strong financial support. Under the B.O.T.S. some improvements were made to the bus system serving Burnaby in October 1973 and are documented in Table I attached. These improvements fall readily into three groups:

- A. Access to the two Universities
- B. East-West movements (primarily fastbuses serving areas east of Burnaby.
- C. Local buses primarily serving points east of Burnaby.

From this simplified table it can be seen that these improvements were primarily serving a regional function and points further east of Burnaby. Only minor changes have been made to Burnaby services since that time.

The intention of the B.O.T.S. was to focus their next area review on local bus routes serving Burnaby. It was for this reason that the B.O.T.S. met with the Transit Committee of Council in October 1975, and to identify those planning inputs, (eg. projected population and employment growth activity centres, service standards, etc.), which would form the basis for a review. This data has been collected and is presently in final preparation by the Planning Department before presentation and review by the Transit Committee.

At this point in time the responsibility for a change in the bus system is being assumed by B. C. Hydro. The B. C. Hydro Transportation Planning Branch have indicated to the Planning Department their

willingness to adopt a mutually co-operative approach with Burnaby to review and implement much needed transit improvements, and are also in close contact with the Planning Department of the GVRD. Therefore the Planning Department is receptive to the changes presently proposed by B. C. Hydro in their letter of May 6, 1976, (this letter was received by Council as Item 5 (e) of the Agenda dated May 17, 1976), and together with B. C. Hydro recognize that these changes are the first of series of ongoing improvements. An up-to-date map of the existing bus routes is attached for reference and the five changes proposed by B. C. Hydro are discussed by reference to existing services

CHANGES OF REGIONAL AND LOCAL SIGNIFICANCE

1. KINGSWAY. Service change requested for July 23, 1976.

On this corridor three services will be altered to provide for a doubling of service on Kingsway effectively between Nelson and Edmonds. The changes are:

- (i) the #96 "Sixth Street" service from New Westminster, now terminating at Edmonds Loop, will continue to downtown by-passing Edmonds Loop.
- (ii) the #52 "Nelson"/#54 "Stride" will operate from Edmonds Loop to downtown during peak hours only, i.e. 6 a.m. - 9 a.m. and 3 p.m. - 6 p.m. During the offpeak period 9 a.m. - 3 p.m. this service will operate as a local service between Edmonds Loop and McKercher.
- (iii) the #55 "Twelfth Street/#53 Kingsway bus will travel the same route, except that it will by-pass the Edmonds Loop.

The Planning Department welcomes the increased frequency of service on Kingsway between Edmonds Loop and Nelson, but would point out the effect this change has for transit riders presently boarding or alighting at the Edmonds Loop. Riders eastbound to New Westminster via Service #96 or #55 will have to catch these services on the south side of Kingsway instead of at the Edmonds Loop. Riders westbound to Vancouver can either catch services #96 or #53 on the north side of Kingsway, or catch service #52 at Edmonds Loop, with this latter service requiring a transfer at McKercher between 9 a.m. and 3 p.m.

2. CANADA WAY. Service change requested for June 11, 1976.

The present fastbus service #820 "Canada Way" operates via Canada Way from New Westminster and then via Kensington, Sprott and the Freeway to downtown. The service is an efficient one relatively little known and operating as a peak hour service only. The original introduction of this service was part of an attempt by the B.O.T.S. to introduce a park-and-ride scheme at the 4 Rinks. However, extremely few people use the service in this way.

B. C. Hydro, in requesting to remove the existing #820 service and relocate it as a more frequent (i.e. full service) local bus travelling from New Westminster via Canada Way and Willingdon to Brentwood (with opportunity to transfer at Brentwood to a fastbus to downtown), wish to achieve the following improvements:

- (i) provide Canada Way with a local bus service for a greater part of its length and offer improved access to Municipal Hall, B.C.I.T. and Brentwood.
- (ii) Improve the travel times for the #619 "Scott" and #621 "King George" fastbuses travelling via Canada Way by relieving them of serving trips of a 'local' character.

3. MARINE DRIVE. Service change requested for July 23, 1976.

B. C. Hydro intend to co-ordinate the #98 "Marine"/#99 "Second St." services on Marine Drive so that a co-ordinated route to the Vancouver Airport exists from Port Coquitlam (#800 "Midway Connector") in the east to the Airport via a connection at Marpole. To achieve this the frequency of service on Marine Drive would be more than doubled as a result.

Re: PROPOSED IMPROVEMENTS TO BUS SERVICE

ITEM	5
MANAGER'S REPORT NO.	37
COUNCIL MEETING	May 31/76

Associated with this service improvement B. C. Hydro plan to render the route through S.E. Burnaby slightly more direct by remaining entirely on Marine Drive, rather than via the present routing of Willard/Trapp. Service to this area will be maintained by an extension of the #94 "Eighth Avenue" service focussed on New Westminster.

CHANGES OF LOCAL SIGNIFICANCE

- 4. SECOND ST.)
- 5. EIGHTH AVENUE) Service changes requested July 23, 1976.

The existing services in the Cariboo area are complex and of hourly frequency. Presently the #98 "Marine"/#99 "Second St." service originating at the Lougheed Mall alternates half hourly between:

- (i) Cariboo and Armstrong to 16th Avenue
- (ii) North Road, Eighth Avenue, Burnaby, 10th Avenue, Langley and Armstrong to 16th Avenue.

The result is that the areas fronting the sections of these routes receive hourly service. B. C. Hydro propose changing these services as follows:-

- (i) the present service on Cariboo and Armstrong will have a jog introduced so that it will serve the Parkcrest Shopping Centre on 10th Avenue. It will then be routed via Cariboo, 10th Avenue, Langley, Armstrong to 16th Avenue. As well, the frequency of service will be improved to every 30 minutes.
- (ii) the alternate route via North Road will then be served by the #94 "Eighth Avenue" service from New Westminster which will no longer terminate at Braid Street but continue to Lougheed Mall, at a 30 minute frequency also.

The changes to services #98 and #99 have been fully considered by the East Burnaby Neighbourhood Improvement Programme Residents Planning Committee. This responsible body is in agreement with the proposed upgrading of services within their area. Further, their Planning Committee requests that the strongest consideration be given to relocating the 16th Avenue Loop to the vicinity of the Edmonds Loop, a distance of less than 1 mile. Reasons in support of this recommendation are:

- (i) residents from the east Burnaby area wishing to travel west find they have to transfer for a very short distance in order to get from the 16th Avenue Loop to major services on the Canada Way and Kingsway routes.
- (ii) there is a need for a more direct connection between the recognized commercial core areas of Lougheed Mall (an urban town centre) and the Middlegate area (a district centre).

The relocation of the 16th Avenue Loop to the south-west to the vicinity of the Edmonds Loop would satisfy these two requirements and is supported by the Planning Department,

In reviewing these proposed changes in detail the Planning Department is of the view that the changes should be supported as they attempt to streamline some existing services and in all cases provide for increases in service frequencies.

RECOMMENDATIONS:

The Planning Department recommends that:-

1. B. C. Hydro be thanked for their mutually co-operative approach to reviewing transit serving Burnaby.
2. Council concur with the service changes suggested by B. C. Hydro.


ITEM	5
MANAGER'S REPORT NO.	37
COUNCIL MEETING	May 31/76

111

- 4 -

Re: PROPOSED IMPROVEMENTS TO BUS SERVICE/CONT....

3. B. C. Hydro be requested to consider the relocation of the 16th Avenue Loop to the vicinity of the Edmonds Loop.
4. B. C. Hydro provide Council with new schedules and bus route numbers as soon as these are available, so that Burnaby citizens may be kept fully informed of improvements in bus services in Burnaby.
5. B. C. Hydro be sent a copy of this report.


A. L. Parr
DIRECTOR OF PLANNING

GDH:fb

c.c. Municipal Engineer

Attach.#1 - Table I "New Bus Services - Oct. 1973".
" #2 - Fig. I "Burnaby Bus Routes - May 1976".

ITEM	5
MANAGER'S REPORT NO.	37
COUNCIL MEETING	May 31/76

TABLE I
NEW BUS SERVICES
(i.e. those implemented after October 1973)

Route #	Name	Group
155	Burnaby Mountain	A
49	Forty-Ninth (U.B.C. - Simpsons-Sears)	
9	Broadway	B
933	Lougheed (Fastbus)	
980	Barnet (Fastbus)	
619	Scott (Fastbus)	
621	King George (Fastbus)	
820	Canada Way (Fastbus)	
181	Clarke	
184	Austin	
186	Foster	
189	Ioco	
190	Dewdney	

ITEM 5
MANAGER'S REPORT NO. 37
COUNCIL MEETING May 31/76

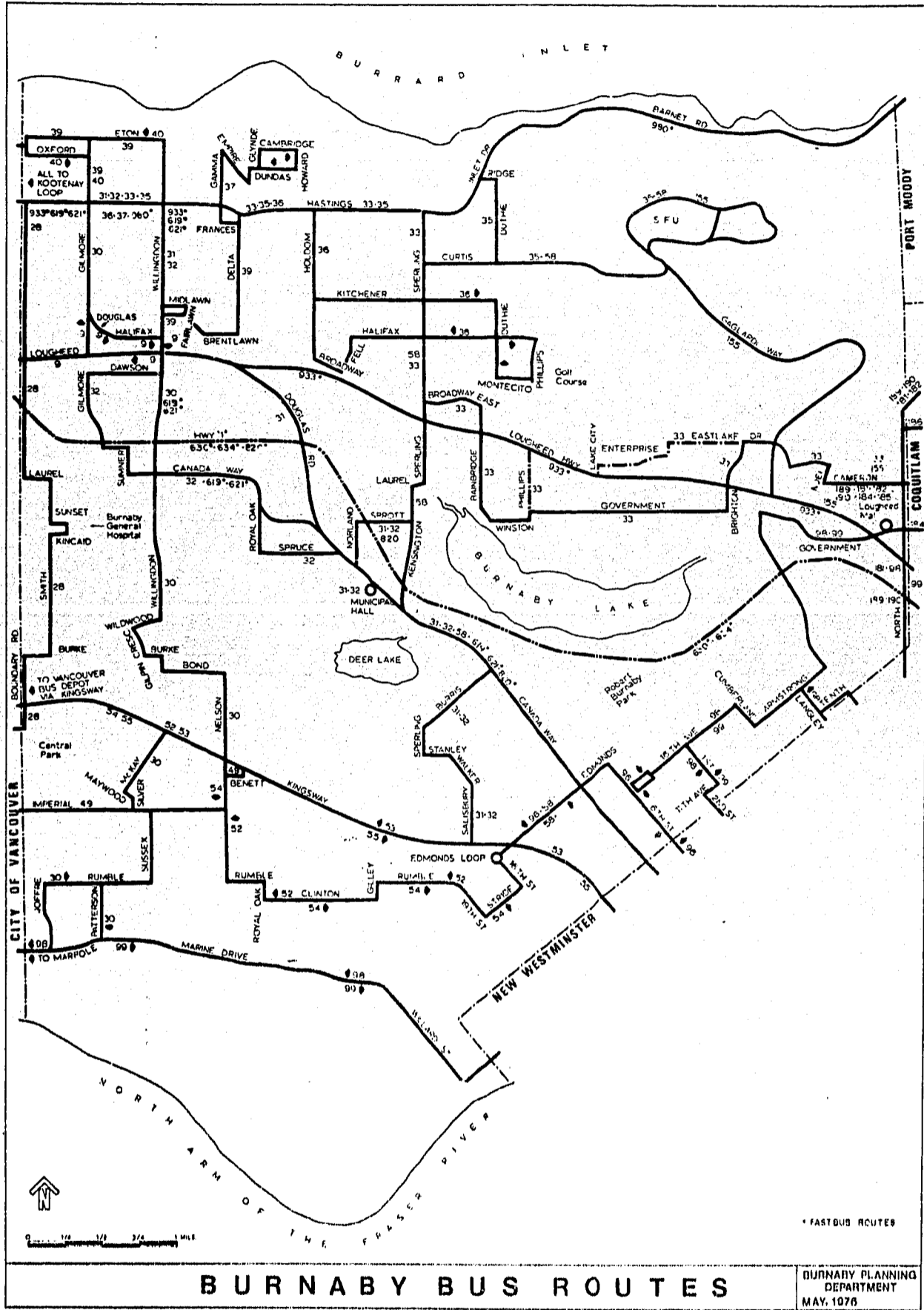


FIGURE I

ITEM	5
MANAGER'S REPORT NO.	37
COUNCIL MEETING	May 31/76

MAY 27, 1976

TO: MUNICIPAL MANAGER.

FROM: MUNICIPAL ENGINEER.

RE: PROPOSED CHANGES TO IMPROVE BUS SERVICE.

The proposed changes to the existing bus services as outlined in the letter to the Municipal Clerk from the Assistant General Manager - Transportation, B.C. Hydro and Power Authority dated May 6, 1976, appear to be in all cases an improvement for patrons using those routes.

The Director of Planning report dated May 20, 1976 regarding this subject elaborates fully on all of the proposed changes and we concur with this report.

There will be twelve new bus stops required; three for the #99 Second Street service which will be located on Cariboo Road between Armstrong Avenue and Tenth Avenue. And the other nine will be located on Marine Drive between Willard Avenue and Fenwick Street for the #800 midway connector.

The new stops for the #800 midway connector service will present some problems to through traffic on Marine Drive due to the narrow shoulder width in some locations which does not permit a desired pull-off area for the buses. We are presently investigating the possibility of piping the ditches in those areas in order to provide pull-offs. It is anticipated that funds presently in the Bus Stop Budget may not be adequate for this work and a further report will be presented if additional funds are required. (Final locations of these stops are still pending with B.C. Hydro's Transit Planning Department.)

RECOMMENDATION:

1. THAT Council concur with the proposed bus service changes.


MUNICIPAL ENGINEER.

LQF: ccc
c.c. DIRECTOR OF PLANNING
TRAFFIC SUPERVISOR