

ITEM 3  
MANAGER'S REPORT NO. 3  
COUNCIL MEETING 1982 01 11

RE: EXTENSION OF KINGSWAY TROLLEY SERVICES TO METROTOWN  
(ITEM 16, REPORT NO. 62, 1981 DECEMBER 14)

MUNICIPAL MANAGER'S RECOMMENDATION

1. THAT the report of the Director Planning & Building Inspection be received for information purposes.

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TO: MUNICIPAL MANAGER 1981 DECEMBER 30  
FROM: DIRECTOR PLANNING & BUILDING INSPECTION PLANNING DEPARTMENT  
SUBJECT: EXTENSION OF KINGSWAY TROLLEY SERVICES TO METROTOWN

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

At its meeting of 1981 12 14, Council received a report on the 'Preliminary 1982-83 Service Plan for Transit' (Manager's Report No. 62, Item 16) which outlined the major changes proposed by G.V.R.D. Transit Planning Staff to bus services in Burnaby during the next fiscal year. As a result of that report there was a query as to the scheduling of the extension of Kingsway trolley bus services from their present terminus at Joyce Loop to Burnaby Metrotown.

In the previous five year capital budget (1981-86) it had been indicated that this extension would be progressed in 1982-83 along with the Hastings and Broadway (Lougheed) trolley extensions. The current draft 1982-83 service plan does not include the Kingsway extension and G.V.R.D. transit staff have stated (verbally) that the current draft five (5) year capital budget (1982-87) has this project scheduled for 1984-85.

This project has been deferred because:

- (i) It is perceived to be less cost effective than the other trolley extensions. Given financial as well as bus fleet constraints it makes sense to implement the more cost effective projects first.
  - (ii) The ultimate terminus of the Kingsway extension would be the Metrotown A.L.R.T./bus interchange facility which is yet to be located or designed. The 1984/85 implementation date currently proposed represents the best estimate of when this facility would be operational, if only as a bus focus. Because of the cost of trolley infrastructure, it is not considered cost effective to implement the extension with an interim terminus loop.
- G. V. R. D. staff have indicated some flexibility as to the timing of this project and it would be possible to advance it if the Metrotown interchange facility is developed earlier than estimated.



A. L. Parr,  
DIRECTOR PLANNING &  
BUILDING INSPECTION

PL  
ALP/mdw

C. C. Municipal Engineer.