

ITEM	1
MANAGER'S REPORT NO.	57
COUNCIL MEETING	1982 10 18

RE: A FIVE YEAR CONCEPTUAL PLAN FOR TRANSIT 1983-1987
A FIVE YEAR CAPITAL BUDGET FOR THE GREATER VANCOUVER TRANSIT SYSTEM 1983-1988
THE 1983-1984 PRELIMINARY SERVICE PLAN
(ITEM 3, REPORT NO. 62, 1981 DECEMBER 14 - ATTACHED)

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Planning & Building Inspection be adopted.

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TO: MUNICIPAL MANAGER 1982 OCTOBER 06

FROM: DIRECTOR PLANNING &
BUILDING INSPECTION

SUBJECT: 1. A FIVE YEAR CONCEPTUAL PLAN FOR TRANSIT 1983-1987
2. A FIVE YEAR CAPITAL BUDGET FOR THE GREATER VANCOUVER TRANSIT SYSTEM 1983-1988
3. THE 1983-1984 PRELIMINARY SERVICE PLAN

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

The Municipality has received the captioned three preliminary reports from the Greater Vancouver Regional District on the Greater Vancouver Transit System. Staff have reviewed the reports and would make the following comments with respect to each report as it relates to Burnaby.

1. A FIVE YEAR CONCEPTUAL PLAN FOR TRANSIT 1983-1987

The Five Year Conceptual Plan for the Greater Vancouver Transit System supports the adopted Comprehensive Transportation Plan for Burnaby. This support is not only in concept, where specific transit focii are major elements of Burnaby's plan, but in implementation priority where transit improvement priority and traffic management are the key means of obtaining improved system efficiency and highest productivity from existing streets.

2. A FIVE YEAR CAPITAL BUDGET FOR THE GREATER VANCOUVER TRANSIT SYSTEM
1983-1988

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The works in Burnaby that are specifically identified in the Budget include the following:

<u>2.1 Implementation Year</u>	<u>Project</u>	<u>Capital Cost Estimate (1982 Dollars)</u>
1983-84	Brentwood Transit Exchange	\$1.50 Million

This project is to provide an off-street transit exchange for about eight to ten buses with easy access and egress to the street network. The exchange is to be located close to Brentwood Mall. The budget has assumed that agreement for the land requirements for the loop facilities would be provided without cost to transit as part of the Brentwood exchange, or that an adequate on-street turn-around could be provided.

Preliminary discussions between GVRD and Burnaby staff have been initiated.

<u>2.2 Implementation Year</u>	<u>Project</u>	<u>Capital Cost Estimate (1982 Dollars)</u>
1983-84	Broadway Trolley Extension	\$0.42 Million

This project will extend the trolley routing from the existing transit loop at Boundary Road to Brentwood Mall and will replace two diesel buses with trolley coaches.

<u>2.3 Implementation Year</u>	<u>Project</u>	<u>Capital Cost Estimate (1982 Dollars)</u>
1984-85	Hastings Trolley Route Extension	\$1.56 Million

This project would extend the trolley route from the Kootenay Loop to the Westridge area with a terminus loop via Inlet Drive, Ridge Drive, Duthie Avenue and returning via Hastings Street. Short-turn loops in the system might be considered in the vicinity of Willingdon and/or Fell Avenues.

Trolley service extensions would include the 34 Hastings Express and/or 14 Hastings local service route. North Burnaby local routes would connect at various points along Hastings Street.

2.4	<u>Implementation Year</u>	<u>Project</u>	<u>Capital Cost Estimate (1982 Dollars)</u>
	1985-86	Willington Avenue Trolley Extension	\$0.23 Million

This project is new to previous discussions at the staff level. It would complement the Hastings and Broadway Trolley Extensions by providing trolley service between the two major East-West travel corridors.

2.5	<u>Implementation Year</u>	<u>Project</u>	<u>Capital Cost Estimate (1982 Dollars)</u>
	1985-86	Kingsway Trolley Route Extension	\$0.47 Million

This project would extend the trolley route from the Joyce Loop in Vancouver about two kilometres eastward along Kingsway to the Metrotown A.L.R.T. station loop.

In connection with the extension of the Kingsway trolley service, Council on 1982 January 11th received the attached information report (Item 3, Manager's Report No. 3) on the extension of Kingsway Trolley Services to Metrotown.

2.6	<u>Implementation Year</u>	<u>Project</u>	<u>Capital Cost Estimate (1982 Dollars)</u>
	1985-86	Lougheed Transit Exchange	\$2.70 Million

This project is to be redesigned to solve operational problems and the new exchange integrated with the Planning for the future A.L.R.T. station.

2.7	<u>Implementation Year</u>	<u>Project</u>	<u>Capital Cost Estimate (1982 Dollars)</u>
	1986-87	Simon Fraser University Trolley Extension	\$0.40 Million

This project would extend trolley service to Simon Fraser University from the Hastings Loop which assumes that by 1985 the trolley extension on Hastings would extend to the Westridge area and that the extension of Hastings Street to S.F.U. is completed.

3. THE 1983/84 PRELIMINARY SERVICE PLAN

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The 1983/84 Service Plan adopts the strategy that the highest priority items in Burnaby will be the extension of trolley facilities to Burnaby and the redesign of services in North Burnaby. Greater emphasis is to be placed upon improving the efficiency and productivity of the service in all areas in an attempt to accommodate some new services in the growth areas on the commuter corridors.

The service plan reflects a much less promising outlook than existed for the 1982/83 Service Plan because since that time "revenue dropped below expectations, the gas sales tax increase, although approved by the legislature, failed to materialize and the stabilization fund is expected to be virtually depleted by the end of the current fiscal year". The service plan recognizes the stringent provincial restraint program which means that the major theme for the 1983/84 period will be to improve efficiency and allocate the available resources to the areas where they will achieve the greatest benefit.

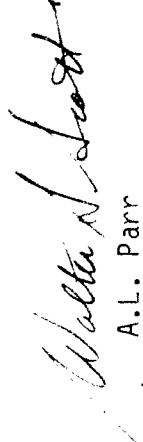
The Preliminary Service Plan lists those service improvements requested by Burnaby and other Municipalities but has included only the following priority items of Burnaby's requests in their 1983/84 Service Plan:

1. Redesign of North Burnaby Services.
2. Extension of Hastings and Broadway Trolley facilities into Burnaby.

Although policy decisions yet remain to be determined by Council concerning specific details of the physical structure required with the extension of trolley services into Burnaby, staff will continue to work with staff members of the GVRD toward the advancement of these routes along the major travel corridors.

A copy of each of the captioned reports is available in the Planning and Building Inspection Department for perusal by members of Council.

This report is provided for the information of Council.


A.L. Parr
Director Planning &
Building Inspection

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attachment

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

ITEM	1
MANAGER'S REPORT NO.	57
COUNCIL MEETING	1982 10 18

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.

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

