

ITEM 5
MANAGER'S REPORT NO. 49
COUNCIL MEETING 1982 09 07

RE: GVRD TRANSIT - IMPLEMENTATION OF THE KING EDWARD CROSSTOWN SERVICE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

* * * * *

TO: MUNICIPAL MANAGER 1982 August 19

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File:

SUBJECT: G.V.R.D. TRANSIT - IMPLEMENTATION OF THE KING EDWARD CROSSTOWN SERVICE

=====

RECOMMENDATIONS:

1. THAT Council approve the early implementation of a King Edward crosstown bus service that as a minimum operates 7 days a week between the hours of 0600 and 2400 (in accordance with Option 3 of the GVRD Service Plan Implementation for December 1982.)
2. THAT Council recommend that the GVRD in consultation with member Municipalities adopt service standards which will define warrants for improving or curtailing the level of transit service throughout the Greater Vancouver transit system area.
3. THAT a copy of this report be forwarded to the GVRD Transit Committee.

REPORT

1.0 SUMMARY/INTRODUCTION

One of the transit service improvements proposed by the GVRD for implementation in the current fiscal year was a new crosstown bus link between UBC and the Brentwood transit focus using King Edward in Vancouver. In Burnaby the service would be routed along Kincaid and Willingdon to serve Burnaby General Hospital, B.C.I.T. PVI and the Discovery Park. However, public sector spending constraints have limited the transit budget for this year. As there is no provision for any expansion of service, proposed improvements can only be implemented if they are offset by corresponding service reductions elsewhere.

The GVRD staff had proposed four service options for the King Edward route; ranging from peak hour service only to a full service. For each option they have suggested offsetting transit service economies on other routes. The GVRD staff have informed us that these cuts reflect current patronage and hence the reductions would bring these services 'into line' with other routes in the region. Although there are no formally adopted service standards for cutbacks or route expansions transit planning staff use, as a guideline, the service standards that have been previously published. ('Directions for Transit in the 1980's - A Conceptual Plan; GVRD Transit Staff Group; July 1980).

The GVRD staff report dealing with the options for implementing a King Edward crosstown route has been circulated to Council informally (on 1982 August 09) at which time the GVRD Transit Committee Chairman requested an immediate reaction to the proposal as a matter of urgency. Since then the Transit Committee have deferred further action on this issue pending further Municipal consideration. It is our understanding they now require any Municipal submissions be forwarded to them by September 09.

Municipal staff have met with their counterparts from the City of Vancouver and the Municipality of Richmond as well as GVRD Transit Planning staff to consider the implications of the above mentioned report. Our conclusion was that the King Edward crosstown service would be a desirable addition to the Lower Mainland transit system but it warrants being 'done right'. The level of service provided at implementation should approach the standard offered on other similar routes.

The issue of cutting back (or augmenting existing services) is a thorny one that goes beyond the 'robbing Peter to pay Paul' tradeoffs proposed in the GVRD report. It is probable that the service cutbacks being proposed are justifiable in the context of the system as a whole. However to ensure that there is an equitable treatment of services throughout the region it would be desirable for the GVRD to move towards the adoption of defined service standards. These standards would amongst other things establish warrants for the expansion or contraction of service on all routes in the region.

2.0 THE KING EDWARD CROSSTOWN ROUTE

Burnaby Council received a report for information purposes on the King Edward/25th Avenue route at its meeting of 1981 09 21. At that time it was concluded that the proposed route would be of considerable benefit to transit users in Vancouver as well as Burnaby and accord with the Municipality's Comprehensive Transportation Plan. This route was included as one of the proposed improvements in the 1982/3 Transit Service Plan. As previously mentioned subsequent budget strictures curtailed any expansion of service in this fiscal year. Unless there are dramatic changes in the economy we can assume that the 1983/84 operating year will also see little if any expansion of service beyond the existing cost levels. The proposed route is seen as being cost effective in terms of its Revenue/Cost ratio. However as provincial funding is based on a co-sharing of the transit operating deficit the operating costs of providing the King Edward route will have to be met by service cutbacks elsewhere. The GVRD Planning staff originally suggested 4 optional levels of service for the King Edward route. We understand that as a result of their recent review the GVRD have reduced the number of options to three. These are listed below.

Option 1: A 15 minute frequency during evening and morning peak periods only.

Option 2: Expansion of Option 1 to provide a service between 06:00h and 18:00h at 15 minute intervals Monday through Saturday.

Option 3: As Option 2 except that a 30 minute frequency service is added during evenings (18:00h to 24:00h) and on Sunday from 06:00h to 24:00h.

The maximum level of service currently proposed (Option 3) is intermediate to the 3rd and 4th service options previously presented for consideration (in the report circulated to members of Council (1982 August 09)).

Because the King Edward crosstown route is not radially orientated it would have good passenger loadings in both directions throughout the day. The route would service land uses (hospitals and educational institutions) generating a demand pattern that does not conform with the traditional morning and evening peaking of traffic. If the route is implemented, then the demands of the travelling public should be met with an adequate response. The level of service suggested in Option 3 would appear to be a minimal requirement.

3.0 THE PROPOSED CUTS

The implementation of the King Edward cross route will draw users from parallel routes. Thus some cut in the level of service on these routes would not alter the present ridership to route capacity relationship. However these 'parallel' cuts are not sufficient to offset the operating cost of the King Edward crosstown service. The GVRD propose additional economies on other routes to balance the operating cost of the King Edward service. GVRD staff have assured us that the service cutbacks proposed are in accordance with the standards that they informally apply to transit services throughout the region. The bulk of operating cost savings would accrue from city of Vancouver routes that currently provide a high level of service. It can be argued that marginal increases in the time interval between buses on these routes will not perceptibly impact users. The service cutbacks will have to be extended to routes in Richmond, Burnaby and Delta to provide sufficient economies to allow a fuller service on the King Edward route.

The only cuts proposed in Burnaby are reductions of early evening service on Canada Way and daytime base service on the Stride bus from every 15 to every 30 minutes. We have discussed the possibility of providing some intermediate level service on Canada Way (e.g. a 20 minute frequency) but GVRD staff indicate that a half hour cycle of service is preferable to allow for interchange at timed transfer points. From our perspective it would appear that the benefits that Burnaby would derive from the implementation of the King Edward crosstown route outweigh the disbenefits from a cutbacks on the Stride and Canada Way route. It is our understanding that the GVRD staff are having further discussions on the more major cutbacks in other jurisdictions.

4.0 CONCLUSIONS

Our review of the King Edward crosstown service proposal leads us to the following conclusions:

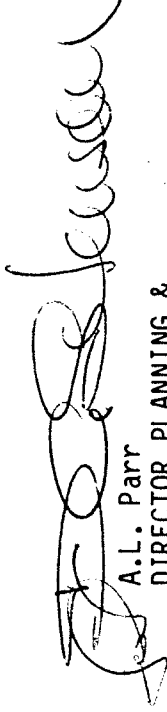
1. The early implementation of the King Edward crosstown service would be a highly desirable improvement to the transportation system of the Lower Mainland.
2. If this service is implemented it should provide a level of service adequate to meet the demands of the travelling public.

Planning & Building Inspection Department
re: GVRD Transit - King Edward Crosstown Service
1982 August 19 Page 4

ITEM 5
MANAGER'S REPORT NO. 49
COUNCIL MEETING 1982 09 07

114

3. Transit service cutbacks (or indeed service expansions) should not be based on a system of horse trading between transit routes and Municipal jurisdictions. There should be a recognized (adopted) set of standards for defining transit services throughout the region.
4. Any standards for service expansion or contraction should be based on criteria that recognize basic mobility requirements for Lower Mainland residents as well as cost effectiveness.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/mcb

cc: Director Engineering