

ITEM 2
MANAGER'S REPORT NO. 56
COUNCIL MEETING 1983 09 19

RE: 1984-85 ANNUAL SERVICE PLAN FOR THE VANCOUVER REGIONAL
TRANSIT SYSTEM

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1983 September 14

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.211

SUBJECT: 1984-85 ANNUAL SERVICE PLAN FOR THE VANCOUVER REGIONAL TRANSIT SYSTEM

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RECOMMENDATION

1. THAT this report be received for the information of Council.

R E P O R T

1.0 INTRODUCTION/SUMMARY

As Council is aware BC Transit is now the responsible agency for the planning of transit services in the Greater Vancouver Region. BCT is currently in the process of preparing annual and five year service plans for transit. A draft of the 1984/85 Annual Service Plan is presently under review by the Vancouver Transit Technical Committee which is comprised of senior staff of BCT and the Municipalities. Burnaby's representative on this Committee is the Director Planning & Building Inspection. Subsequent to the final review by the Transit Technical Committee the Service Plan will be placed before the Vancouver Transit Commission and then to the BCT Board for final approval.

Given current financial constraints and the related decline in ridership Municipal staff consider the draft Service Plan to be a realistic one. A major initiative proposed for 1984/85 is the reorganization of North Burnaby routes. The North Burnaby route reorganization concept proposed by BCT accords with the principle of a municipally oriented transit system outlined in the Burnaby Comprehensive Transportation Plan.

2.0 REORGANIZATION OF NORTH BURNABY ROUTES

BCT has established a 'development plan' programme to provide a more orderly mechanism to deal with the provision of transit at the local level. The development plan programme will involve the preparation of a series of comprehensive area plans by staff of BC Transit in counsel with local municipalities and the Metro Transit operating company. This programme is designed to review and revise the existing system on an area by area basis. If resources permit the development plans will be undertaken for each area on a two to three year cycle.

North Burnaby has been selected as the first area to undergo complete service redesign primarily because the existing transit route structure has remained virtually unchanged over the past two decades. The route reorganization in North Burnaby follows the planning process initiated last year by the GVRD. The text of the draft Service Plan which deals with changes to North Burnaby is attached to this report.

It should be noted that the preliminary North Burnaby route network that is illustrated in the attached referral is schematic. The precise routing will be defined by an implementation committee comprised of Municipal, BCT and MOTH staffs. A major component of North Burnaby route reorganization will be the implementation of a transit focus at Brentwood. Staff will be reviewing the options for a transit focus at Brentwood but at this stage a bus loop located at Brentwood Mall offers the greatest promise.

3.0 TROLLEY EXTENSIONS

Absent from the 1984/85 Service Plan is the proposal to extend the Hastings, Broadway and Kingsway trolley services which currently terminate at Kootenay, Boundary and Joyce Loops respectively into Burnaby. Although the capital requirements for trolley infrastructure pose a significant constraint in the current economic climate we understand that the major impediment to trolley extensions is operational. In particular the Hastings trolley extension will have to be postponed pending development of a new trolley service centre in the False Creek area (1987 or later). In the interim BCT is proposing a trunk line diesel service as indicated in the North Burnaby route reorganization plan. Trolley extensions to the core areas of Metrotown and Brentwood require development of the respective interchange terminus facilities.

4.0 DISCUSSION & CONCLUSIONS

The 1984-1985 Service Plan is the first year for transit operation for which BCT has had primary planning responsibility. The planning process including the establishment of the Vancouver Transit Technical Committee recognizes the need for local/municipal input.

Staff are satisfied that the 1984-1985 Service Plan accords with municipal transportation plans and policy. As other initiatives, including the five year plan and establishment of service standards are advanced staff will be reporting to Council.



A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/mcb
Attach:

cc: Director Engineering



- (11) Redesign of local transit routes to provide a more municipally-oriented transit system. Local services are to be focused on two major focal points at Brentwood and Loughheed Mall.
- (111) Restructuring of transit routes to provide improved inter-municipal connections such as a Metrotown-Municipal Mall-Loughheed Mall linkage and improved connections between North and South Burnaby.

Figure 4.1 displays the concept of municipally-oriented transit system in Burnaby as identified in the Burnaby Transportation Plan.

Network Objective

- The key to the North Burnaby service redesign is the elimination of the existing transfer point at Kootenay Loop on the Vancouver border. In order to downgrade this node, a through bus service along East Hastings Street (by passing Kootenay Loop) must be introduced. Such a service would have the following impacts:
- (1) It would eliminate the bus change presently occurring at Kootenay Loop between North Burnaby feeders and Vancouver City Lines.

- (2) It would allow local routes to be redesigned as north-south feeders connecting with the East Hastings trunkline at intersect points along East Hastings in Burnaby while at the same time extending to the new Brentwood Mall focal point.
- (3) It would provide a direct transit link between North Burnaby and downtown Vancouver, which is warranted on the basis of population and activity centres along the East Hastings corridor.

East Hastings Trunkline

The proposed East Hastings trunkline would combine much of the present #34 and #35 routes. The trunkline is warranted from a service perspective in that East Hastings is the major population corridor in North Burnaby yet does not have a direct transit link to downtown Vancouver. The direct service between East Hastings and downtown Vancouver should satisfy the major deficiency in the present system.

Local Lines

Local transit routings have been designed to provide comprehensive coverage of North Burnaby neighbourhoods. Based on the 450 M walking distance standard, local bus routes have been spaced such that over 90% of the population falls within the standard. The route layout described below, is preliminary!

4.3 Proposed Service Changes

This section presents an overview of the major service planning changes proposed for 1984/85. The two major projects proposed are:

- (1) North Burnaby service redesign including UBC trolley extension
- (11) North Vancouver service redesign

Other changes of a more secondary nature that will be implemented during 1984-85 are included in section 4.4. Some of these projects originate from municipal and public suggestions submitted through the Transit Technical Committee. Finally Section 4.5 is devoted exclusively to forecasted growth on the peak period commuter corridors.

The fact that work on the two major development plans is occurring simultaneously, leaves the proposed route design for North Burnaby and North Vancouver somewhat obscure at this point in time. The plans presented in this report are thus described to the extent required for preliminary budgeting purposes and should not be interpreted as a final service plan. More detailed service plans will be prepared with the assistance of the Metro Transit Operating Company and the affected municipalities prior to implementation.

4.3.1 North Burnaby

The analysis of the current community land use pattern, coupled with the performance of the existing transit system supports the conclusion that a major restructuring of transit routings is required in North Burnaby. Over the past 20 years there have been significant changes to the nature of the community, resulting in many new and varied travel patterns. The route structure, however, has not responded to these changes resulting in the situation today where transit is not meeting the needs of residents in the area. Recent ridership data as confirmed this as many North Burnaby local routes are failing to meet the minimum productivity standards.

The service plan is designed to update the North Burnaby transit system in light of changes in land use. It is also designed to improve overall efficiency and effectiveness by using existing resources more logically. Increased ridership may be expected as a result of implementation of the plan. The plan which is being prepared in consultation with staff of the Municipality of Burnaby focuses on three critical areas. These are:

- (1) Development of an inter-municipal fastbus service that will form the backbone of the new system. Hastings, Loughheed and Canada Way have been identified as the major fastbus corridors in North Burnaby.

and is intended solely for budgetary purposes (see figure 4.2). Actual routes will be finalized in conjunction with the Municipality of Burnaby and the MTOC in the coming months.

#129 Kootenay Loop/Brentwood Mall

Connects Kootenay Loop with Brentwood Mall by way of Burnaby Heights and Gilmore Ave. Operates every 15 minutes during peak hours and every 30 minutes at all other times.

#130 Capitol Hill/Metrotown

Connects Capitol Hill and Brentwood Mall with BCIT and Metrotown (ultimately Metrotown Station) by way of Willingdon Ave. The #130 route functions as the major cross-town link between North and South Burnaby. Operates every 15 minutes during peak hours and every 30 minutes at all other times. The route will be timed to connect with other North Burnaby locals at Brentwood Mall.

#131 Brentwood Mall/Municipal Hill

Peak hour industrial route connecting Brentwood Mall with the Municipal Hill by way of Douglas Road. Operates every 30 minutes peak hours only.

#132 Brentwood Mall/Still Creek Industrial

Peak hour industrial route operating into the Gilmore Road area south of Brentwood Mall. Operates every 30 minutes peak hours only.

#134 Brentwood Mall/SFU

New service designed to connect Brentwood with SFU including a connection to the East Hastings trunkline at Hastings and Spelling. Operates every 30 minutes at all times. Additional capacity is operated when SFU is in winter session.

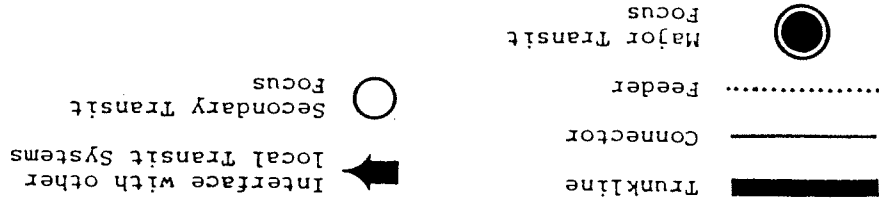
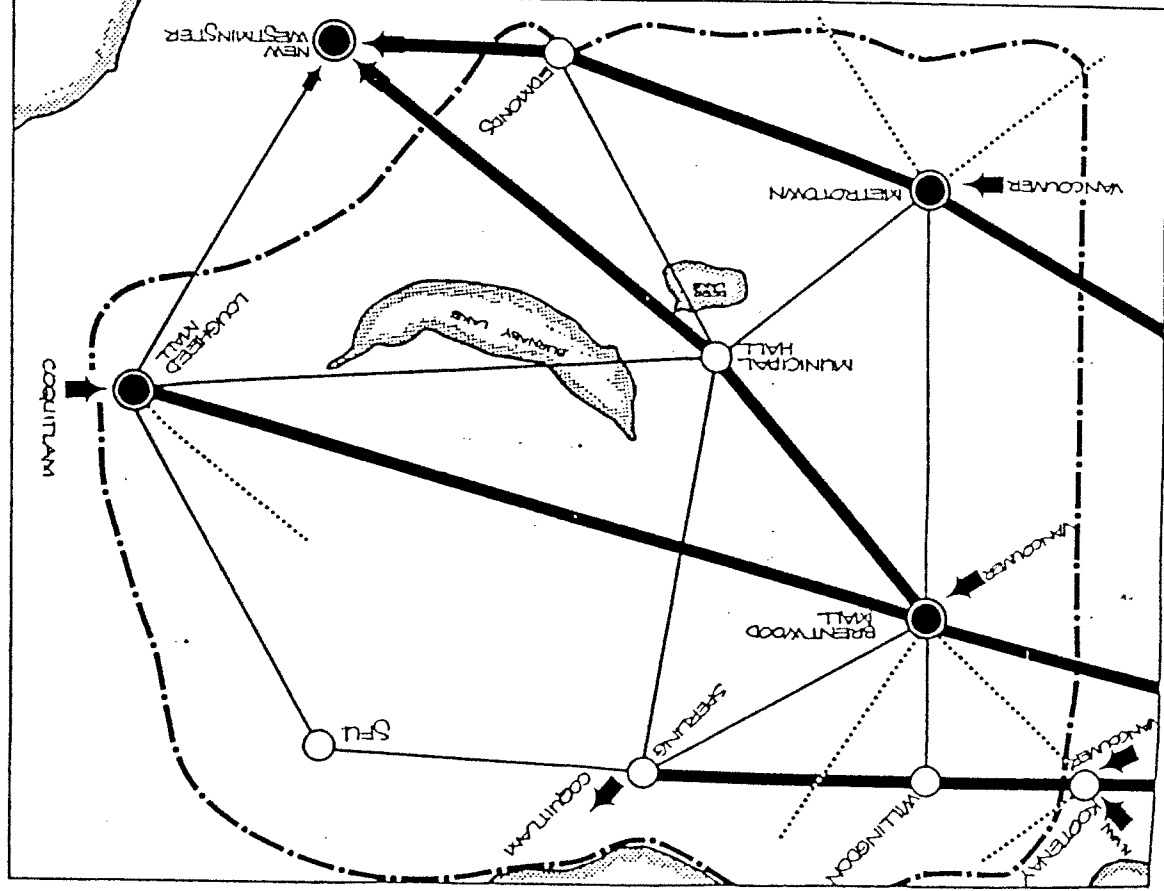
#136 Brentwood Mall/Monteclito

New service designed to connect Brentwood Mall with the Monteclito area and developing Forest Hills neighbourhood. Service is extended to downtown Vancouver during peak hours as an express route. Operates every 30 minutes during peak hours and mid-day and every 60 minutes during evenings and Sundays.

#139 Lougheed Mall/Metrotown

New service designed to connect Lougheed Mall with Metrotown by way of Government Road, Burnaby Municipal Hill and Gilpin St. Operates every 30 minutes during peak hours, every 60 minutes at other times.

PRINCIPLE OF MUNICIPALLY ORIENTED TRANSIT SYSTEM



#140 Edmonds Loop/Municipal Hall (SFU Peak Hours)
 Provides a north-south connection between Burnaby Municipal Hall and Edmonds Loop. Operates every 30 minutes at all times. During peak hours route is extended to SFU via Spelling Ave.
 #143 Forest Grove/Loughheed Mall
 New route connecting Lake City Industrial Park, Burnaby 200 and Centaurus Circle with Loughheed Mall. Operates every 30 minutes during peak hours and every 60 minutes at other times.

UBC Trolley Extension

The UBC trolley extension is proposed as part of the North Burnaby service redesign, because the present UBC-Hastings Express route (#10-34) will be replaced with a trunk route originating in Burnaby. The Burnaby service, however, will be more efficiently operated out of the Kensington Transit Centre in Burnaby, thus, is inappropriate for through routing with the #10 to UBC. As an outcome, the #10-34 line will be eliminated, leaving the #10 route on its own.

Three alternatives have been identified for Vancouver services following the North Burnaby changes. These are:

- (1) Operate the #10 as a diesel bus route between UBC and downtown Vancouver terminating in the vicinity of Granville Station.
- (11) Convert the #14-Hastings local route from trolleybus operation and through route to with the #10 route to UBC as a diesel bus operation.
- (111) Extend trolleybus overhead to UBC and through route the #10 with the #14-Hastings local route to provide through routed UBC-Kootenay Loop trolleybus service. In addition, to achieve a better passenger load distribution also extend the #4 and #9 trolley routes to UBC at certain times.

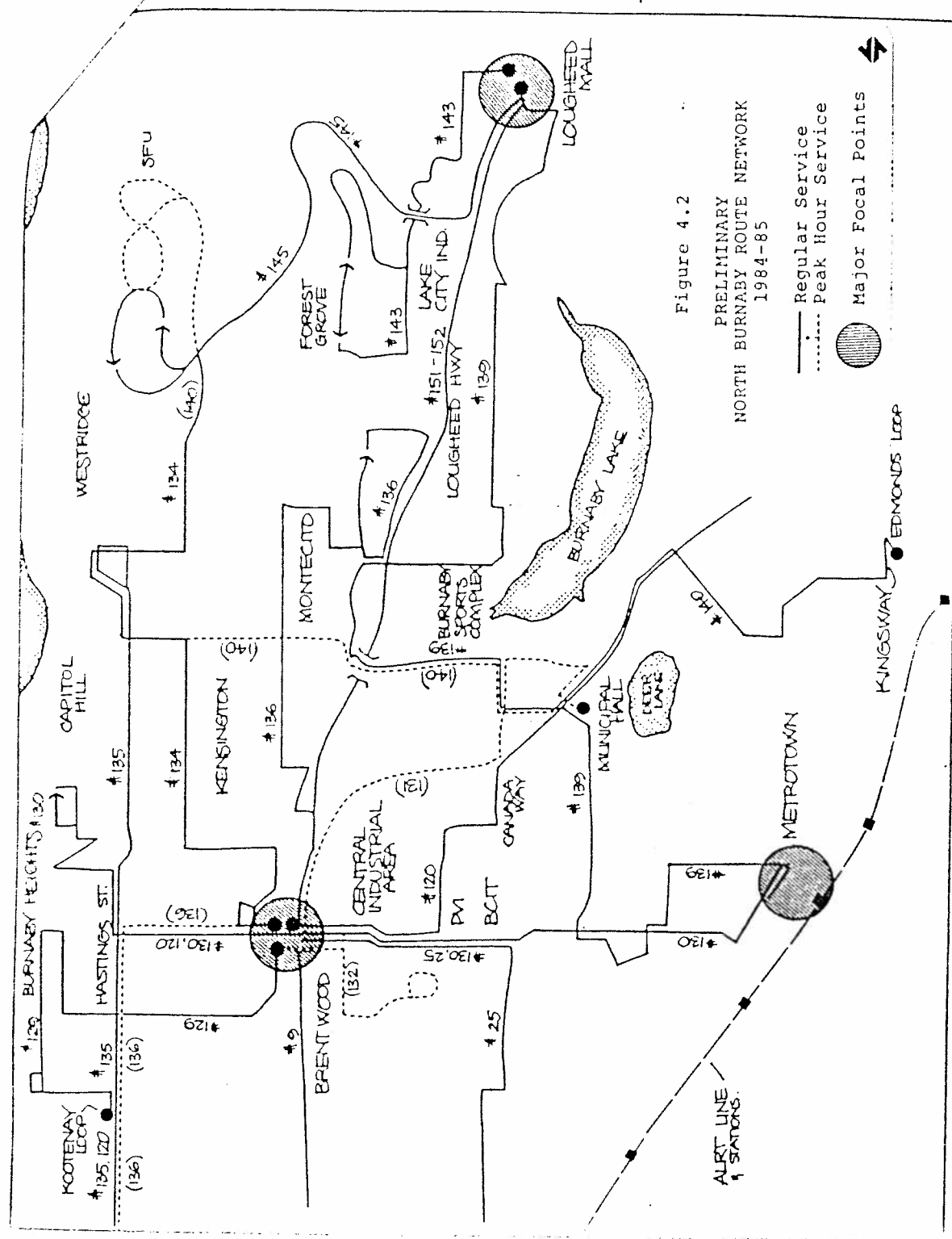


Figure 4.2
 PRELIMINARY
 NORTH BURNABY ROUTE NETWORK
 1984-85

— Regular Service
 - - - - - Peak Hour Service
 ● Major Focal Points

