

ITEM	12
MANAGER'S REPORT NO.	13
COUNCIL MEETING	1983 02 21

RE: LETTER FROM MURIEL DOBBYN  
3805 KINCAID STREET, BURNABY, B.C., V5G 1V6  
BUS SERVICE - 3800 BLOCK KINCAID STREET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Engineering be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER

83 02 16

FROM: DIRECTOR ENGINEERING

SUBJECT: BUS SERVICE - 3800 BLOCK KINCAID STREET

RECOMMENDATIONS:

1. THAT the request to reduce the transit service within the 3800 Block Kincaid Street be denied, and
2. THAT Muriel Dobbyn of 3805 Kincaid Street, Burnaby, B.C., V5G 1V6, be sent a copy of this report.

REPORT:

On 82 09 07 Council approved the implementation of the King Edward "Crosstown" bus service to operate in accordance with the then G.V.R.D. proposed Option 3 Service Plan. A copy of the report, submitted by the Director Planning and Building Inspection, requesting this approval is attached. Subsequent to the above report another report, copy attached, was submitted by the Director Engineering requesting approval of the reinstatement of the Smith Avenue bus service to its original routing in the vicinity of the Burnaby General Hospital.

This latter report was necessitated by the proposed closure of MacDonald Avenue at Kincaid Street extension and that the routing via MacDonald Avenue and Forest Street was a temporary measure only pending the completion of the extension and the implementation of an alternative bus route to serve the hospital. While the changes in the bus service have resulted in two routes travelling on the same block within a residential area this situation was unavoidable when you consider that the hospital is virtually surrounded by a residential neighbourhood.

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The King Edward Crosstown bus is orientated east-west, connects Brentwood to U.B.C., whereas the Smith Avenue bus is oriented north-south, connects the Kootenay and Joyce Road loops. The combination of these services in the vicinity of the hospital provides a level of service to the hospital which is very desirable. Also the frequency of the bus service which results in the approximately 220 bus trips per day within the 3800 Block Kincaid would be considered by many transit users to be minimal.

We have contacted Metro Transit with regard to the complaint that some bus drivers lay-over at the stop eastbound Kincaid farside Smith Avenue. Provision has been made within the schedule for a lay-over when required at Kincaid and MacDonald in both directions as these latter two stops are not adjacent any residential property and are at the main entrance to the hospital.

The general complaints of noise and pollution are quite common especially from those living adjacent bus stops where diesel buses are used, however it is something that is unavoidable. The alternative is trolley buses but then the complaint would be of visual pollution created by the poles and wires. The other common complaint is that the residents' permission was not sought before proceeding. If these criteria were considered sufficient to change or defeat a proposed bus service or route then the entire transit system would be in jeopardy.

In view of the net benefit to the transit users of Burnaby, specifically those whose origin or destination is the hospital, we are unable to support any proposal to either relocate a bus route or reduce the level of service in the vicinity of the hospital.

DE/ch  
Atts.  
c.c. ( ) Traffic Supervisor

  
DIRECTOR ENGINEERING

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.

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\* \* \* \* \*

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).

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re: GVRD Transit - King Edward Crosstown Service  
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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)).

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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

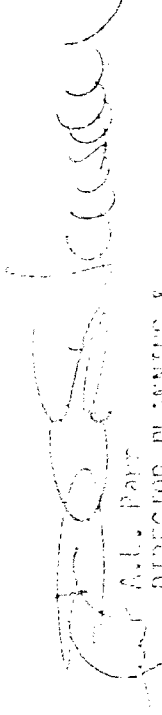
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3. Transit service cutbacks (or indeed service expansions) should not be based on a system of horse trading between transit routes and Municipal jurisdictions. There should be a recognized (adopted) set of standards for defining transit services throughout 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.

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A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTING

PL/mcb

cc: Director Engineering

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TO: MUNICIPAL MANAGER

82 10 13

FROM: DIRECTOR ENGINEERING

SUBJECT: BUS ROUTES IN VICINITY OF BURNABY GENERAL HOSPITAL

RECOMMENDATIONS:

1. THAT Council request the Greater Vancouver Regional District, Transit Planning, to return the 28 Smith bus service to its route existing prior to 1977 August.
2. THAT the request include that the changeover to coincide with the implementation, 1982 December 17, of the King Edward service.

SUMMARY:

Due to the pending implementation, 1982 December 17, of the King Edward "Crosstown" bus service along the currently under construction Kincaid extension, we are recommending the return of the 28 Smith bus service to its original routing.

REPORT:

In 1977 August the 28 Smith Avenue bus service was relocated from Kincaid Street, Smith to Ingleton Avenues, to Forest Street, Smith to MacDonald Avenues; MacDonald Avenue, Forest to Kincaid Streets; and Kincaid Street, MacDonald to Ingleton Avenues. This relocation was intended to be an interim measure to provide bus service to the main entrance of the then recently opened new wing of the Burnaby General Hospital. The conditions for discontinuing this rerouting were the completion of the Kincaid extension and a change in the Smith bus service to use this extension.

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The Kincaid extension is currently under construction and there is a new bus service, the King Edward "Crosstown" bus, scheduled for implementation on 1982 December 17 which will use the Kincaid extension. While this latter bus service is not that which was set as a condition for the removal of the bus route from Forest Street and MacDonald Avenue we feel that the intent is the same, i.e. a bus service to the main Hospital entrance. As such we are proposing that the 28 Smith bus service be returned to its previous route, see attached sketch.

The Metro Transit Operating Company (M.T.O.C.) endorse this rerouting as it reduces the distance travelled and the number of turns required in the bus's deviation from Smith Avenue. Also there was a commitment made to the residents of Forest Street to remove the bus service from Forest Street, a 6 metre interrim standard residential street, and return it to Kincaid Street, an 11 metre finished standard local collector residential street when the Kincaid extension was completed.

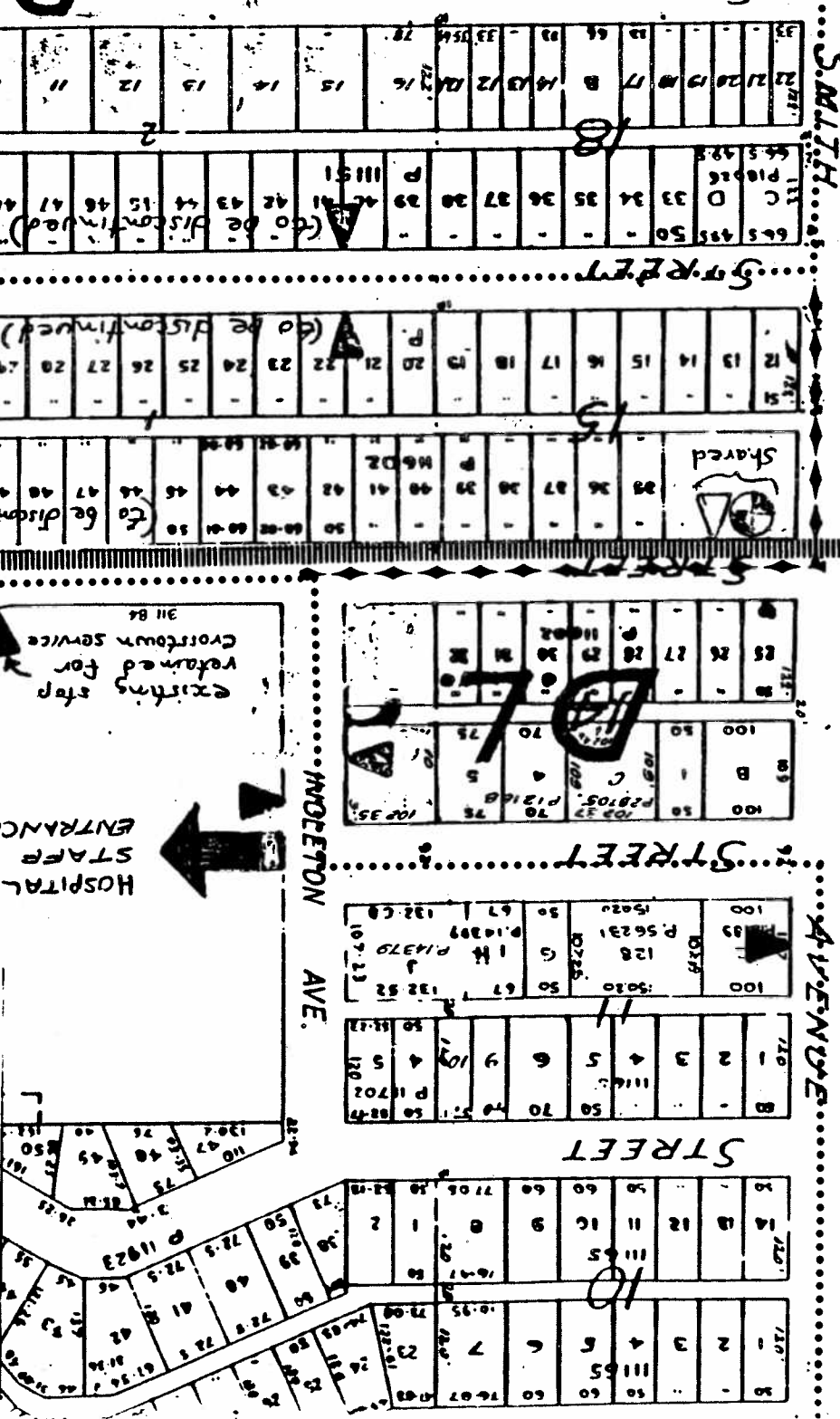
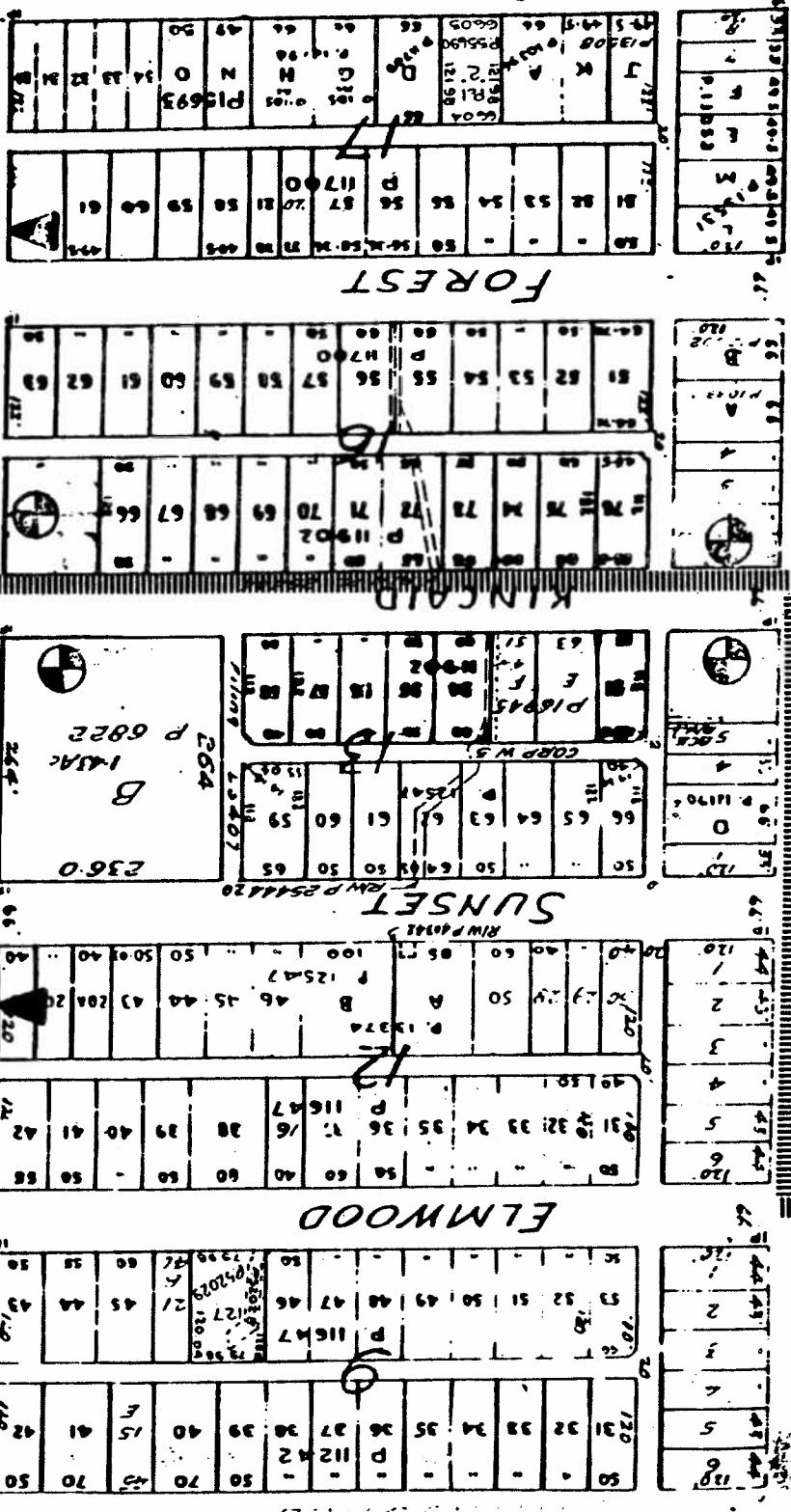
The main objection to this proposed relocation is that those persons using the main Hospital entrance and destined for Joyce Loop, Kootenay Loop or points along the Smith route would either have to walk up 300 metres to the nearest Smith service stop or use the King Edward bus and transfer to a bus destined to one of the Loops. While this may seem excessive to persons used to travelling a shorter distance, 120 metres, it is within the 400 metres considered desirable as the distance to the nearest bus route.

DE/ch  
Att.

c.c. ( ) Traffic Supervisor

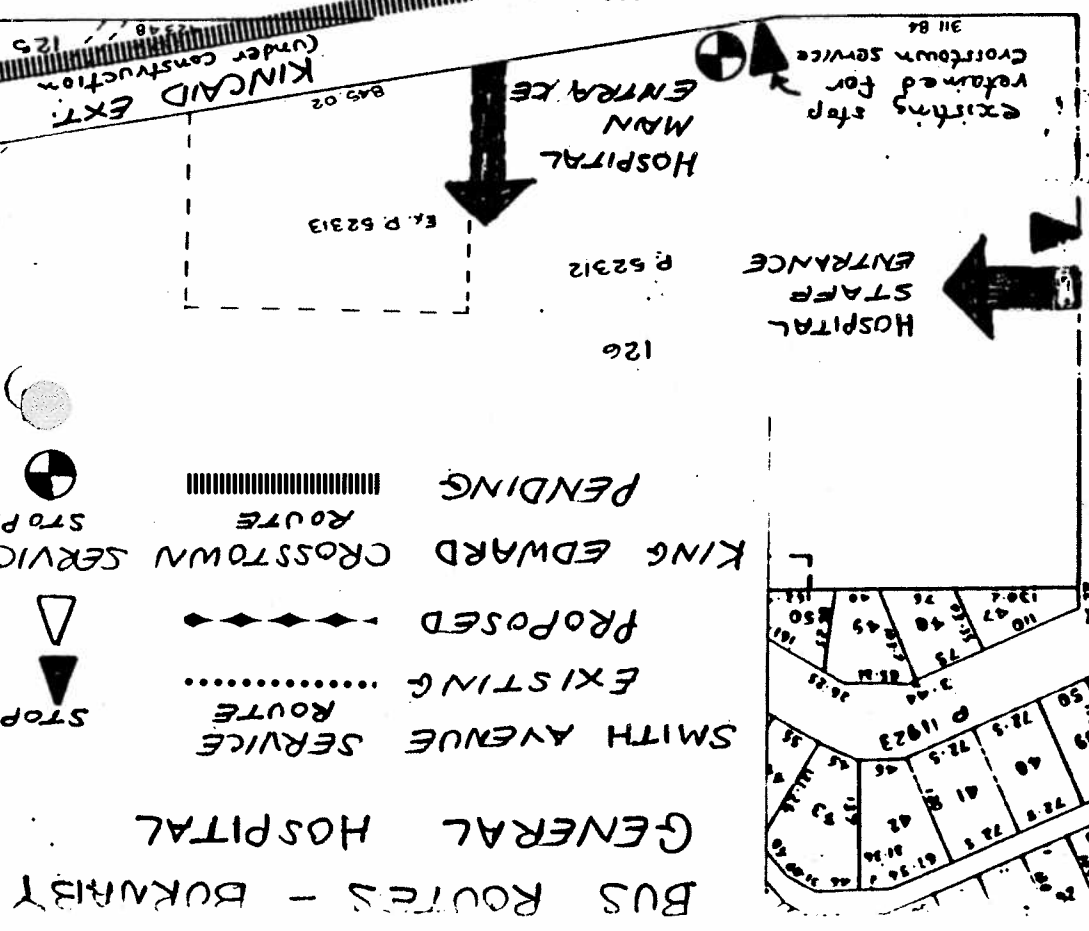
  
DIRECTOR ENGINEERING





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BUS ROUTES - BURKHAIS  
SMITH AVENUE SERVICE  
EXISTING ROUTE  
PROPOSED ROUTE  
KING EDWARD CROSSTOWN SERVICE  
ROUTE  
PENDING  
STOP

