

RE: 1985/86 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 1984 September 06

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File:

SUBJECT: 1985/86 ANNUAL SERVICE PLAN FOR THE VANCOUVER REGIONAL TRANSIT SYSTEM

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RECOMMENDATION:

THAT this report be received for information purposes.

R E P O R T

1.0 INTRODUCTION/SUMMARY

Through the Transit Technical Committee municipal staffs have been discussing, with B.C. Transit, the proposed 1985/86 Annual Service Plan for the Vancouver Regional Transit System. The Service Plan will be reviewed by the Vancouver Transit Commission at its meeting of 1984 October 12. The plan proposes a major restructuring of transit routes throughout Burnaby in the forthcoming planning year.

The Service Plan proposes the implementation of the North Burnaby Area Plan with a major reorganization of routes in accordance with the transit focus concept of our Comprehensive Transportation Plan. It will be noted that the implementation of the North Burnaby Area Plan was originally scheduled for the current (1984/85) operating year but was postponed by B.C. Transit because of problems in implementing the UBC trolley extension to which the North Burnaby Plan is operationally related.

The 1985/86 Service Plan will also see the start of service of ALRT. As a consequence there will also be a major reorganization of bus routes in South Burnaby to integrate the bus transit system with ALRT.

B.C. Transit have proposed preliminary routings for both the North Burnaby Area Plan and the ALRT integration. Staff have some concerns regarding these routings and will be reporting to Council on both these major route restructuring proposals as discussions with BCT staff proceed. The current draft of the Service Plan is largely responsive to the specific concerns and input of municipal staff. However two items that we proposed for inclusion in the Plan, namely the implementation of commuter rail and further planning of the extension of ALRT to Lougheed Mall, are considered by BCT to be outside the scope of the 1985/86 Service Plan.

## 2.0 NORTH BURNABY AREA PLAN

The reorganization and rationalization of transit routing in North Burnaby is generally recognized as being long overdue. The planning process for this service reorganization was initiated by the GVRD and subsequently carried forward by B.C. Transit. The route reorganization was to proceed in the current (1984/85 planning year) but its implementation has been delayed because of problems with the proposed UBC trolley extension. The two proposals are operationally linked. Although municipal and BCT staffs have discussed the preliminary routings proposed we anticipate that there will be further discussion before a final detailed plan is formulated.

Further information on the North Burnaby Area Plan can be found in Appendix A (attached) which has been abstracted from the Draft 1985/86 Annual Service Plan Report.

## 3.0 ALRT & BUS SYSTEMS INTEGRATION

The ALRT system is scheduled to begin revenue service on 1986 January 03 following several months of pre-revenue testing. The service hours proposed are consistent with the bus systems; the first ALRT train will arrive in Downtown Vancouver before 06:00 AM weekdays (0700 and 0900 Saturdays and Sundays) and the last train will depart downtown shortly after 1:00 AM Weekdays and Saturdays (shortly after midnight on Sundays and Holidays).

The basic frequency planned is one ALRT train every 5 minutes except during peak periods when the trains will operate at 4 minute intervals. During periods of low demand, the train length will be reduced from 4 cars to 2. To maximize the efficiency of the Public Transportation (ALRT and Bus) System, bus routes will be re-structured to 'feed' Rapid Transit.

However, during the start up phase, pre-Expo 86, some parallel or duplicate bus services will continue to be provided as ALRT's planned capacity is phased in. Overall, the feeder bus network is expected to generate about 80% of the total ALRT ridership.

As shown by the table below, the integration of ALRT and bus services will make travel to downtown by Public Transit considerably more attractive than it now is.

Table 1

Travel Times to CBD (AM Peak)  
 Existing Bus vs Revised Bus-Rail

| Area               | Route # | Trip Time (mins) | Revised Trip Time (mins) |                       | % Change |
|--------------------|---------|------------------|--------------------------|-----------------------|----------|
|                    |         |                  | Bus -                    | Transfer - ALRT Total |          |
| Metrotown          | # 55    | 32               | -                        | 16                    | -50%     |
| BCIT               | #120    | 36               | 13                       | 9                     | -25%     |
| Edmonds Loop       | # 55    | 42               | 4                        | 20                    | -31%     |
| Brentwood          | #120    | 32               | 15                       | 7                     | -16%     |
| Burnaby Munc. Hall | #120    | 42               | 15                       | 16                    | -14%     |
| Lougheed Mall      | #151    | 46               | 15                       | 26                    | Even     |

Source Table 6.3, 1985/85 Annual Service Plan

In addition, the implementation of an integrated ALRT/Bus System will see the realization of the transit focus concept which forms a part of the Municipality's Comprehensive Transportation Plan. The transit focus concept will considerably improve the bus system's capability for meeting intra-municipal travel demand.

Attached as Appendix B is BCT's preliminary proposal for feeder bus routing in Burnaby (abstracted from the Service Plan report).

Staff has indicated to B.C. Transit some initial reservations with the preliminary bus routing that they propose. At the broadest possible level we are concerned that the ALRT bus system interface reflects our understanding of the transit strategy for Burnaby and the Burrard Peninsula. This strategy assumes that the City of Vancouver bus routing will continue to reflect the regular arterial street grid. Proceeding eastward into Burnaby, this regular street grid becomes much less structured and changes its orientation to merge with the New Westminster grid. This factor, as well as lower trip end densities and urban form, have mandated adoption of the transit focus concept as the logical mode of operation.

The transit focal points are located at major activity centres which support bus route convergence. Since Metrotown is a regional town centre, it is appropriate that it be the primary transit focus in this Municipality. Accordingly, we are concerned that the full potential of the regional town centre development and the transit focus concept is fully exploited in order to realize the benefits mutual to town centre development as well as transit operations.

We are somewhat concerned that the implementation of a secondary focus at the Joyce station (within the Vancouver route grid) is inappropriate and may erode the possibility of realizing operational and development benefits. In particular we believe it would be more appropriate to route the Number 28 (Boundary) bus route from Phibbs Exchange through Patterson station to Metrotown and direct the 41st Avenue route from UBC to Metrotown via Kingsway rather than terminating them both at Joyce. Similarly we see merit in the Number 101 route from Lougheed Mall connecting with ALRT at the Edmonds Station rather than proceeding directly to the 22nd Street ALRT station in New Westminster.

Unless Council directs otherwise we will be pursuing these issues in further discussions with B.C. Transit staff. The results of these discussions will be the subject of a further report to Council.

### 3.0 MUNICIPAL CONCERNS

Attached as Appendix C is B.C. Transit's response to some specific concerns and suggestions by the Municipality regarding the 1985/86 Service Plan. This list does not respond to two other specific concerns of municipal staff namely

- (1) the implementation of commuter rail, and
- (2) further planning regarding the implementation of an ALRT extension to Lougheed Mall.

In a footnote within the Service Plan Report BCT states "For the purpose of this report there has been no consideration of implementing a commuter rail between the north-east sector and downtown Vancouver. The latter could not be implemented during the time frame of this planning program". BCT staff have verbally indicated a similar response regarding the ALRT extension issue.

### 4.0 CONCLUSIONS

Staff believe that the current draft of the 1985/86 Service Plan is largely responsive to and in accordance with municipal policies and the transit focus concept defined in the Comprehensive Transportation Plan. As discussions proceed on the North Burnaby Area Plan and the ALRT/Bus integration in South Burnaby, staff will be reporting to Council on the details of the implementation plans. In particular, we will bring to Council's attention any possible outstanding concerns. The 1985/86 Service Plan Year will see a major re-organization of routes throughout the Municipality and should result in an improved transit system for Burnaby residents.

  
A.L. Parr  
DIRECTOR PLANNING &  
BUILDING INSPECTION

PL/mcb  
Attachs:

cc: Municipal Engineer

4.5 North Burnaby and UBC

4.5.1 Background

The North Burnaby Area plan and the UBC trolley extension were originally proposed as part of the 1984-85 Annual Service Plan. Although the Vancouver Regional Transit Commission approved the plan, implementation of the two projects was delayed due to problems with operating trolleys on University Boulevard.

These problems now appear to be resolved, therefore it is proposed that the plan be implemented in September 1985.

4.5.2 Service Objectives

An 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. Ridership data has confirmed this as many North Burnaby local routes are failing to meet even minimum productivity levels.

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. 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, Lougheed and Canada May have been identified as the major fastbus corridors in North Burnaby.

11) Redesign of local transit routes to provide a more municipally-oriented transit system. Local services are to be focussed on two major focal points at Brentwood and Lougheed Mall.

111) Restructuring of transit routes to provide improved intra-municipal connections such as a Metrotown-Municipal Hall linkage and improved connections between North and South Burnaby.

Figure 4.4 displays the concept of a municipally-oriented transit system in Burnaby as identified in the Burnaby Transportation Plan.

4.5.3 Proposed 1985/86 Service Plan

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 (bypassing 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 Burnaby 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.

4.5.4 Service Changes for September 1985

#135 East Hastings/Vancouver Trunkline

The proposed #135 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.

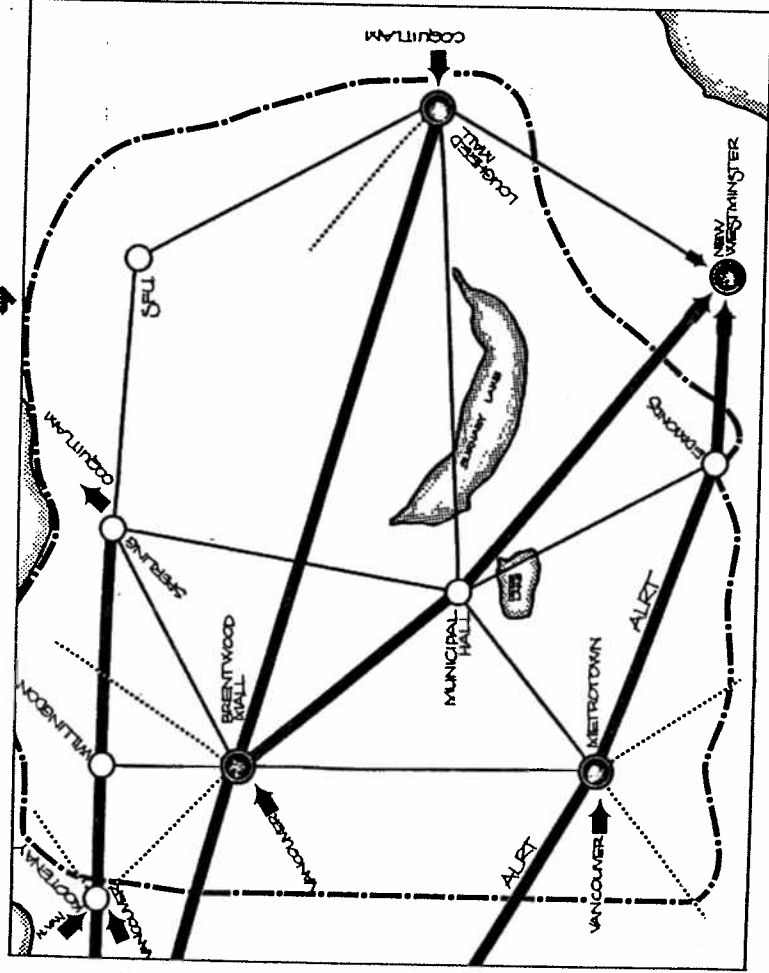
Local Lines

Local transit routings have been developed to provide comprehensive coverage of North Burnaby neighborhoods. Based on the 450 metre 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; and is intended solely for budgetary purposes (see Figure 4.5). Actual routes will be finalized in conjunction with the Municipality of Burnaby and the MTOC in the coming months.

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Figure 4.4  
 PRINCIPLE OF MUNICIPALLY  
 ORIENTED TRANSIT SYSTEM

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- Trunkline
- Connector
- Feeder
- Major Transit Focus
- Interface with other local Transit Systems
- Secondary Transit Focus

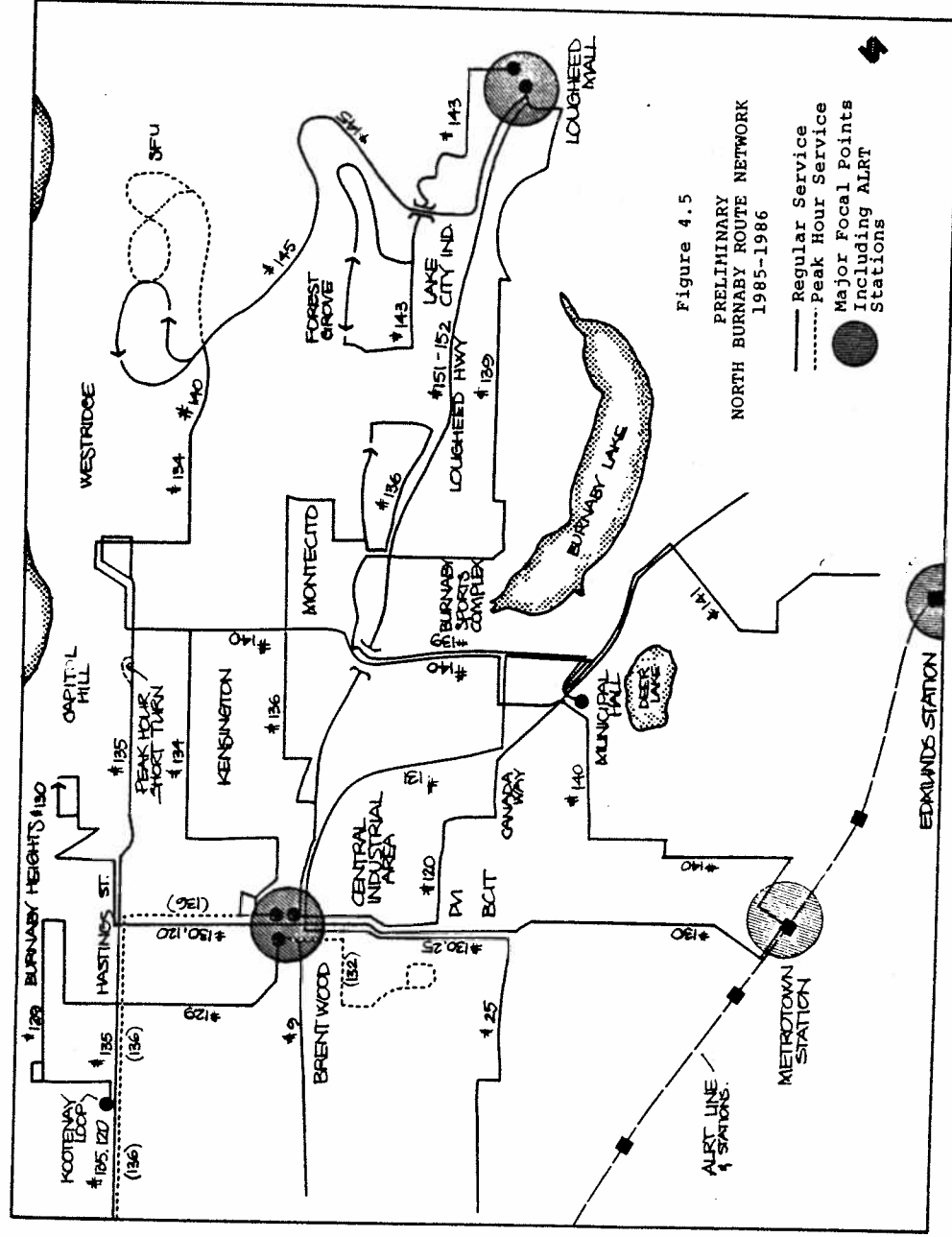


Figure 4.5  
 PRELIMINARY  
 NORTH BURNABY ROUTE NETWORK  
 1985-1986

- Regular Service
- Peak Hour Service
- Major Focal Points Including ALRT Stations

#140-SFU/Metrotown Station  
 Provides a north-south connection between Metrotown (Metrotown Station in 1986), the Municipal Hall, the Burnaby Sports Complex, the Hastings corridor and SFU. Operates every 30 minutes during peak hours and mid-day and every 60 minutes during evenings and Sundays.

#141-Municipal Hall/Edmonds Station  
 Connects the Burnaby Municipal and Edmonds Loop (Edmonds Station in 1986) by way of the Burnaby Sports Complex. Operates every 30 minutes at all times.

#143-Forest Grove/Lougheed Mall  
 New route connecting Lake City Industrial Park, Burnaby 200 and Centaurus Circle with Lougheed Mall. Operates every 30 minutes during peak hours and every 60 minutes at other times.

4.5.5 UBC Trolley Extension  
 The UBC trolley extension is proposed as part of the North Burnaby plan 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 thorough routing with the #10 to UBC. As an outcome, the #10-34 line will be eliminated, leaving the #10 route on its own.

The UBC trolley extension has been proposed as a means of correcting inefficiencies in the current route system with respect to UBC overload requirements, and to alleviate inefficiencies that would develop if the #10-34 route were eliminated as a result of North Burnaby changes. Converting the #10 route to trolley operation will result in 6 less vehicles being required during the critical PM peak over the motorbus operation should the North Burnaby service changes be implemented. Moreover the UBC trolley extension would increase peak period trolleybus requirements to 240 vehicles thus reducing the existing high spare vehicle margin.

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

#130-Capitol Hill/Metrotown Station  
 Connects Capitol Hill and Brentwood Mall with BCIT and Metrotown (early 1986 Metrotown Station) by way of Willingdon Avenue. 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 Hall  
 Connects Brentwood Mall with the Burnaby Sports Complex and the Municipal Hall by way of Douglas Road. Operates every 30 minutes peak hours only and every 60 minutes at all other times.

#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 Sperling. The new service will feature an improved routing on the SFU campus. 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 a fastbus route. Operates every 30 minutes during peak hours and mid-day and every 60 minutes during evenings and Sundays.

#139-Lougheed Mall/Municipal Hall  
 New service designed to connect Lougheed Mall with the Burnaby Sports Complex and the Municipal Hall by way of Government Road. Operates every 30 minutes during peak hours, every 60 minutes at other times.

In New Westminster a grid system of routes with east-west lines focused on 22nd Street Station and north-south lines centred on New Westminster Station best satisfies demand. The density of population in the uptown New Westminster coupled with the peripheral location of ALRT stations warrants a grid system of routes connecting with the rail system.

During the start-up period some duplication between fastbus and ALRT routes will be planned for in order to ensure the ALRT line is not overcrowded at the outset. Duplication will largely be retained in the New Westminster and central Burnaby areas where some routes will not be integrated with ALRT until later in 1986.

It is projected in Burnaby, that approximately 70% of passengers boarding ALRT will transfer from the redesigned bus system while the remaining 30% will be direct walk ons. The high percentage of walk-on trips in Burnaby is a reflection of the high residential densities around the three stations in the Metrotown area. In New Westminster, lower population densities around ALRT stations will result in an estimated 88-12 split in favour of bus trips over walk-ons.

As in the case of Vancouver, it is proposed that the walking distance zone around ALRT stations be extended upward to 900 metres.

6.5.3 Proposed Service Changes for January 1986

The following services replace existing routes #54, 55, 94, 95, 96 and 99. In addition Burnaby routes #28 and 100 and Coquitlam routes #148, 149, 154 and 155 have been modified to connect at ALRT stations. Further adjustments have been made to the proposed North Burnaby routes #130, 140 and 141. Finally routes #120, 319, 320 and 321 will remain largely unchanged (except for scheduling adjustments). Figure 6.2 displays the proposed changes for January 1986. Table 6.6 lists the proposed bus connections at each of the stations.

#28-Phibbs Exchange/Joyce Station

It is proposed that the southern terminus of the #28 route be relocated from Joyce Loop to Joyce Station. At the northern terminus, it is proposed that the #28 be extended to Phibbs Exchange in North Vancouver (thus replacing the #232-Queens Exchange in North Vancouver and Kootenay Loop). The Phibbs Exchange connection will provide a direct link between North Vancouver and the ALRT line.

Appendix B ALRT & Bus Systems Integration

6.5 South Burnaby-New Westminster

6.5.1 Primary Market Area

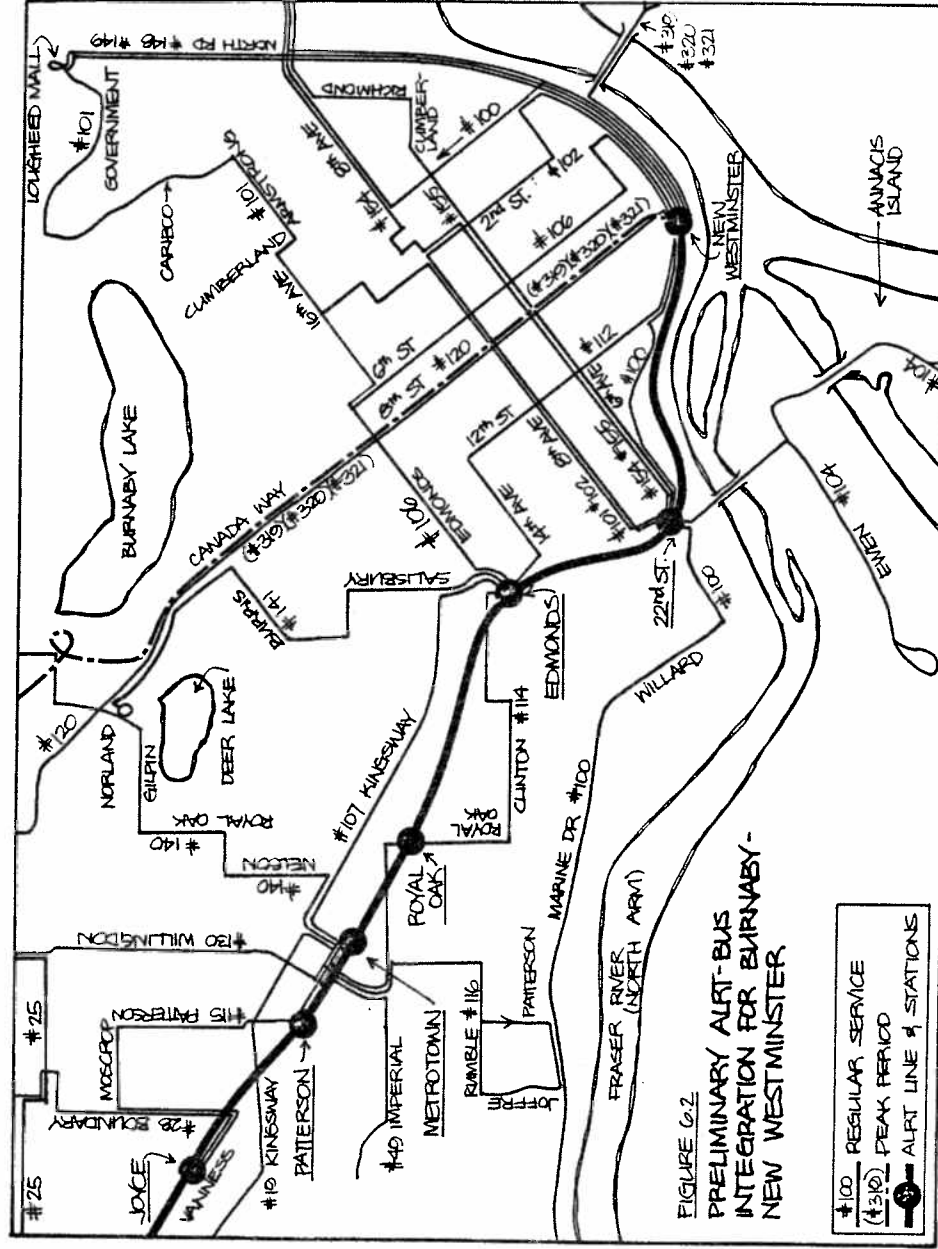
The primary market area is defined as the area where both travel time and bus operating cost savings may be expected as a result of the ALRT line. The area is bounded by the Trans Canada Highway to the north, Brumette River to the east, the Fraser River to the south and Boundary Road to the west. Located within the primary market area are six ALRT stations including Paterson, Metrotown, Royal Oak, Edmonds, 22nd Street and New Westminster. A seventh station located at Joyce in Vancouver also impacts the market area.

6.5.2 Planning Strategies

The ridership objective is to divert a full 85% of the South Burnaby trips and approximately 60% of the current line haul New Westminster trips to the ALRT system. To achieve this objective it is proposed that a major restructuring of bus routings be undertaken.

In South Burnaby implementation of a timed transfer focal point system (TRFD) at Metrotown and Edmonds Station is consistent with municipal planning objectives with respect to town centre development. Both stations will serve as timed transfer centres featuring bus-to-bus connections between neighbourhoods as well as bus-to-rail connections. Secondary stations located at Paterson and Royal Oak will largely serve adjacent residential development and thus will feature minimal bus-to-rail transfer.





Proposed Bus Routes by Station Location  
 Burnaby-New Westminster

Table 6.6

- Patterson Station
- #115 Joyce Station/Metrotown Station
- Metrotown Station
- #19 Metrotown Station
- #49 UBC/Metrotown Station
- #107 Edmonds Station/Metrotown Station
- #114 Edmonds Station/Metrotown Station
- #115 Joyce Station/Metrotown Station
- #116 Suncrest/Metrotown Station
- #130 Capitol Hill/Metrotown Station
- #140 SRU/Metrotown Station
- Royal Oak Station
- #114 Edmonds Station/Metrotown Station
- Edmonds Station
- #106 Edmonds Station/New Westminster Station
- #107 Edmonds Station/Metrotown Station
- #112 Edmonds Station/New Westminster Station
- #114 Edmonds Station/Metrotown Station
- #141 Municipal Hall/Edmonds Station
- 22nd Street Station
- #100 Alrt/Port/Port Coquitlam
- (E/B and W/B)
- #101 22nd Street Station/Lougheed Mall
- #102 22nd Street Station/New Westminster Station
- #104 22nd Street Station/Queensboro/Annacis Island
- #154 Mundy
- #155 Como Lake
- New Westminster Station
- #100 Alrt/Port/New Westminster Station/Port Coquitlam
- (E/B and W/B)
- #102 22nd Street Station/New Westminster Station
- #106 Edmonds Station/Metrotown Station
- #112 Edmonds Station/Metrotown Station
- #120 New Westminster Station/Vancouver
- #148 Ioco
- #149 Dewdney
- #319 Scott
- #320 Hjorth
- #321 King George Highway

#107-Edmonds Station/Metrotown Station

The new #107 route is designed to replace the #55 and #96 routes between Edmonds Loop and Kingsway and Nelson. Access to downtown Vancouver and downtown New Westminster is provided by the ALRT. Bus to bus connections will be made at both Metrotown Station and Edmonds Station.

The proposed service levels are every 10 minutes peak periods every 15 minutes mid-day and every 20 minutes evenings and Sundays.

#112-Edmonds Station/New Westminster Station

The #112 route replaces the present #55 route between downtown Vancouver and Edmonds Loop. Access to downtown Vancouver is provided by the ALRT at Edmonds Station and New Westminster Station.

The proposed service levels are every 15 minutes during the peak periods and mid-day and every 30 minutes evenings and Sundays.

#114-Edmonds Station/Metrotown Station

The #114 route replaces the present #54 route. Access to downtown Vancouver is provided at Metrotown Station, Royal Oak Station and Edmonds Station. Bus to bus transfers will be available at both Metrotown and Edmonds Stations.

The proposed service levels are every 15 minutes during peak periods and every 30 minutes at all other times.

#115-Joyce Station/Metrotown Station

The #115 route is proposed as a short feeder route connecting the Moscrop and Patterson area with Joyce Station, Patterson Station and Metrotown Station.

Proposed service levels are every 30 minutes at all times.

#116-Suncrest/Metrotown Station

The #116 route is proposed a short feeder route connecting the Suncrest area with Metrotown Station. It replaces the southern portion of the present #30 route.

Proposed service levels are every 15 minutes during the peak periods and every 30 minutes at all other times.

The portion of the #28 route operating along Smith Avenue south of Kincaid to Burke will be discontinued and service operated instead on Boundary Road.

Service levels remain unchanged except for minor schedule adjustments to coordinate with ALRT.

#100-Altport/New Westminster Station/Port Coquitlam

The existing #100 route will be rerouted into both 22nd Street and New Westminster Stations. West of 22nd Street, the #100 will operate via Willard and Trappp replacing the #94 route. Eastbound the routing from New Westminster to Port Coquitlam is via Columbia, McBride, 8th Avenue, Braid in order to serve Queens Park Hospital. Service levels on the route will remain unchanged except for minor schedule adjustments.

#101-22nd Street Station/Lougheed Mall

The #101 is proposed as a new route connecting 22nd Street Station with uptown New Westminster and East Burnaby. Service levels are every 30 minutes during the peak periods and mid-day and every 60 minutes evenings and Sundays.

#102-22nd Street Station/New Westminster Station

The #102 operates from 22nd Street Station via 8th Avenue, 2nd Street, and Columbia to New Westminster Station. It provides feeder service to both stations as well as local service to uptown and downtown New Westminster. Proposed service levels are every 30 minutes during peak periods and mid-day and every 60 minutes evenings and Sunday.

#104-22nd Street Station/Queensboro/Annacis Island

The #104 replaces the #95 route serving Queensboro and Annacis Island. The #104 route terminates at the 22nd Street Station with access to downtown New Westminster provided by ALRT. Proposed service levels are every 30 minutes during peak periods and mid-day and every 60 minutes evenings and Sundays.

#106-Edmonds Station/New Westminster Station

The #106 route replaces the present #96 route between downtown New Westminster and Edmonds Loop. Access to downtown Vancouver is provided by the ALRT at Edmonds Station and New Westminster Station. Local service is provided to both uptown and downtown New Westminster. The proposed service levels are every 15 minutes during the peak and mid-day and every 30 minutes evenings and Sundays.

#130-Capitol Hill/Metrotown Station

The #130 replaces the northern portion of the present #30 route between Kingsway and Hastings. A major connection provided by the #130 is the movement between North Burnaby and South Burnaby including a direct Brentwood Mall-Metrotown Station connection. Proposed service levels are every 15 minutes peak periods and every 30 minutes at other times.

#140-SFU/Metrotown Station

The #140 replaces the existing #58-SFU/Edmonds as previously identified in the 1984/85 Annual Service Plan and the North Burnaby Area Plan. The route provides a direct link between the Metrotown ALRT Station and SFU. In addition #140 provides feeder bus service from the Deer Lake area to Metrotown Station.

Proposed service levels are every 30 minutes during peak periods and mid-day and every 60 minutes evenings and Sundays.

#141-Municipal Hall/Edmonds Station

The #141 replaces the southern portion of the #31/32 routes as previously identified in the 1984/85 Annual Service Plan and the North Burnaby Area Plan.

Proposed service levels are every 15 minutes during peak periods and every 30 minutes at all other times.

#148-Iocco/#149-Dewdney

The #148 and 149 routes currently connect Lougheed Mall with downtown New Westminster via North Road. It is proposed that the existing routes be integrated with the ALRT line at New Westminster Station. Service levels will remain unchanged.

#154-Mundy/#155-Como Lake

The #154 and 155 currently connect Central Coquitlam and Mallardville with uptown and downtown New Westminster. It is proposed that these services be rerouted from uptown New Westminster to 22nd Street Station via 6th Avenue. The new routing will provide an east-west cross-town service from the Sapperton area through uptown New Westminster to 22nd Street Station.

In addition, it is proposed that the #155 route be rerouted in New Westminster via Cumberland and Richmond to 8th Avenue in order to provide improved service coverage. Service levels will remain unchanged on both the #154 and 155 routes.

6.5.4 Vehicle Impacts

It is estimated that the Burnaby-New Westminster feeder bus network will result in a reduction of 24 peak period buses based on the allocation designed to meet the revised South Burnaby-New Westminster service plan. In addition, 13 and 4 less vehicles will be required to operate the mid-day and evening service levels, respectively.

6.5.5 Cost Impacts

The changes proposed to the Burnaby-New Westminster area are estimated to save 70,000 service hours on an annual basis or approximately 2.6% of the current number of hours operated during the year region wide. The changes translate into a savings of 17,500 hours for the last quarter of the fiscal year 1985/86 representing a cost reduction estimated at \$615,000.

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APPENDIX C

MUNICIPAL REQUESTS  
District of Burnaby

| Request  | Implications  | Response  |
|--|---|---|
| Implementation of North Burnaby route reorganization                               | Requires the UBC trolley extension project to be undertaken simultaneously  | North Burnaby preliminary route network developed. PROBABLE IMPLEMENTATION SEPTEMBER 1985 |
| Implement transit interchange at Brentwood Mall                                    | Brentwood has been identified as focal point for North Burnaby re-design  | Discussions underway with Bramalea Limited  |
| Extension of trunk services into Burnaby along Hastings Lougheed/Broadway corridor | Hastings corridor requires implementation of North Burnaby area plan<br>Lougheed/Broadway corridor requires extension of Broadway trolley route | North Burnaby route plan PROBABLE IMPLEMENTATION SEPTEMBER 1985                           |
| Establishment of links between focal points and secondary transit exchanges        | Linkages identified in North Burnaby area plan as well as South Burnaby/ALRT route network  | Implementation during 1985/86   |
| Improved coverage and routing in residential, commercial and industrial areas      | Requires service expansion of existing transit network  | Re-design of North Burnaby and South Burnaby will address service coverage                |
| Implementation of full transit interchange at Metrotown                            | Re-design of South Burnaby route network required   | Probable implementation January 1986 in conjunction with ALRT                             |
| Extension of trolley service to Metrotown  | Capital project program must be initiated   | Probable implementation January 1986 in conjunction with ALRT                             |
| Improvements to coverage of local routes   | Re-design of South Burnaby route network required   | Probable implementation in January 1986   |
| Implementation of secondary transit exchange at Edmonds Station                    | Re-design of South Burnaby route network required   | Probable implementation in January 1986   |
| Completion of ground facilities * related to ALRT station                          | Outside of 1985/86 Service Plan responsibility  |   |

\* The at ground facilities encompass items such as bus laybys/interchanges, kiss-and-ride waiting areas, cycle racks, finished kerbs and sidewalks and landscaping as applicable to each ALRT station. Provision of these items is considered to be the responsibility of the Rapid Transit Project.