

ITEM	11
MANAGER'S REPORT NO.	44
COUNCIL MEETING	85/06/24

RE: 1986/87 ANNUAL (TRANSIT) SERVICE PLAN DEVELOPMENT PROGRAM
LETTER FROM B.C. TRANSIT DATED 1985 JUNE 04

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1985 June 18

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.211

SUBJECT: 1986/87 ANNUAL (TRANSIT) SERVICE PLAN DEVELOPMENT PROGRAM:
LETTER FROM B.C. TRANSIT DATED 1985 JUNE 04

RECOMMENDATION:

1. THAT a copy of this report be forwarded to B.C. Transit, Suite 301, 700 West Pender Street, Vancouver, B.C. V6C 1G8

R E P O R T

1.0 INTRODUCTION/SUMMARY

A letter has been received from B.C. Transit regarding the 1986/87 Annual Service Plan Development Program. BCT staff are requesting input from the local Municipalities, including Burnaby, regarding possible service revisions and requirements for the forthcoming operating year. The purpose of this report is to provide Council with some background to B.C. Transit's letter as well as to outline Burnaby staff's expectations for improvement to the transit system in 1986/87.

It has been the practice of B.C. Transit (and previously the G.V.R.D.) to solicit, on an annual basis, municipal input to the following service year's plan. This initial input is reviewed by B.C. Transit and then is incorporated (or not) in a draft service plan report. This document is reviewed by the Transit Technical Committee, Municipal Councils and ultimately the Transit Commission late in the calendar year preceding the service plan year (which extends from April 1st to March 31st).

The service plan outlines the major changes proposed by B.C. Transit in sufficient detail that the plan can be used as a basis for budgeting. Major proposals (such as bus/ALRT integration which has recently been dealt with by Council) are subsequently reviewed and refined by B.C. Transit in consultation with Municipalities in advance of implementation. Although the annual service plan has a limited time horizon, it often incorporates projects that are not implemented in accordance with the timing proposed. For example the implementation of the North Burnaby Area Plan has been regularly proposed, postponed and passed from one successive service plan to the next.

Accordingly Burnaby staff's current list of proposals is not dissimilar to past lists which have been compiled with a view to seeing the early implementation of a transit focus concept of the Burnaby Comprehensive Transportation Plan and the Plan Implementation Strategy. The major difference will be that by 1986/87 the implementation of A.L.R.T. will have ensured the restructuring of routes in South Burnaby substantially in accordance with the proposal recently approved by Burnaby Council.

2.0 1986/87 ANNUAL SERVICE PLAN: BURNABY REQUESTS

Burnaby staff consider that the following items warrant inclusion or addressing in the 1986/87 Service Plan. The listing below is not intended to be all inclusive, inasmuch as BCT and municipal staff regularly liaise regarding new and proposed land use development and road network improvements as well as monitoring of progress on the implementation of transit initiatives in the Municipality.

2.1 North Burnaby Area Plan

The existing transit service in North Burnaby is almost universally acknowledged to be less than satisfactory. The existing route structure primarily focuses on Kootenay Loop in Vancouver. Kootenay Loop is an operational interchange and not an activity centre or destination in its own right. Current routing forces Burnaby residents to travel to Kootenay Loop and transfer there in order to reach destinations in Burnaby. North Burnaby routes have been introduced piece meal and successively modified over the years to accommodate new development. This has ensured good route coverage but not adequate service.

The restructuring of routes in North Burnaby has been talked about for a number of years. Each of B.C. Transit's recent service plans has included the implementation of a North Burnaby Area Plan. It is generally agreed that the area plan would conform with the transit focus concept enunciated in the Municipality's Comprehensive Transportation Plan and which was also discussed in staff's recent report to Council on bus/ALRT systems integration. Council has had sight of a preliminary sketch of routing proposals relative to North Burnaby Area Plan (see Figure 1 attached) and have recommended (and B.C. Transit staff have agreed with) the concept of integrating proposed routes No. 136 (Montecito) and No. 143 (Forest Grove). It should also be noted that Council has reiterated a requirement for the inclusion of a Metrotown SFU bus link (Route 140 on Fig. 1) in the Area Plan. This route was initially a part of the A.L.R.T./bus routes integration plan but was shelved by BCT. Other essential ingredients for the implementation of the North Burnaby route reorganization include:

- 2.1.1.1 A full transit interchange at Brentwood Mall
- 2.1.1.2 Improvements to the transit interchange at Loughheed Mall (for waiting passengers)
- 2.1.1.3 Extension of trunk line services into Burnaby along the Hastings/Lougheed/Broadway corridors
- 2.1.1.4 Establishment of links between focal points and secondary transit interchanges
- 2.1.1.5 Improved coverage of routing at residential, commercial, and industrial areas.

2.2 A.L.R.T./Bus System Integration: Post Implementation Review

The A.L.R.T./Bus System Integration Plan proposed by B.C. Transit and conditionally endorsed by Council is being implemented with the opening of A.L.R.T. early in 1986. It would be appropriate if B.C. Transit with the participation of the Municipality evaluated, as part of the 1986/87 Service Plan, the efficacy of the implemented A.L.R.T./Bus Integration System. This evaluation should also address any outstanding concerns regarding routings that B.C. Transit has proposed but which do not support the Burnaby transit focal point concept.

2.3 Implementation of Commuter Rail

Burnaby Council has on a number of occasions supported and endorsed the implementation of commuter rail service along the Burrard foreshore. The impediment to the implementation of such a service appears to be the (apparently) unreasonable demands by the Canadian Pacific Railway. B.C. Transit should establish the objective of implementing a cost efficient commuter rail service along Burrard Inlet in the 1986/87 Service Plan year to reestablish an initiative on this project.

2.4 Review of A.L.R.T. Extensions

There appears to be some commitment by B.C. Transit to the construction of an extension of the A.L.R.T. system to Surrey (notwithstanding the postponement to 1989). It would be desirable if there were also some clarification of the timing of the planned extension to Lougheed Mall as well as the longer term proposals for extension of the line from Lougheed Mall to Coquitlam Centre and the possibility of a new line to Richmond. At present municipal staff have been endeavouring to safeguard the A.L.R.T. extension to Lougheed Mall and beyond but the safeguarding is difficult to enforce without a more definite timing commitment and 'approved' rights-of-way plans. Presumably similar problems are being encountered by other Municipalities relative to other A.L.R.T. proposals.

2.5 Transit Innovation

The 1986/87 Service Plan should include a look at some less traditional (but nonetheless industry accepted) ways of improving the delivery of transit services. This could include the expansion of bus priority on congested corridors, the introduction of higher capacity (articulated) buses on heavily used routes, vehicle monitoring, etc.

2.6 Operational Objectives

B.C. Transit has requested us to supply municipal ridership objectives for the service plan year. We believe that the improvements that we and/or B.C. Transit have proposed for the transit system will make the system more attractive than it is at present. Accordingly it would be a realistic objective to expect the transit system to expand its modal share of travel demand by two or three percentage points in 1986/87.

3.0 DISCUSSION AND CONCLUSIONS

Unless otherwise directed staff will be tendering the above discussed items for inclusion in the 1986/87 Annual Transit Service Plan. With the implementation of the A.L.R.T., the A.L.R.T./Bus System Integration Plan, the implementation of measures outlined above for the 1986/87 Service Plan the Municipality's Comprehensive Transportation Plan's transit strategy would be realized. Our concern continues to be that this realization is not compromised through inertia or lack of vision.

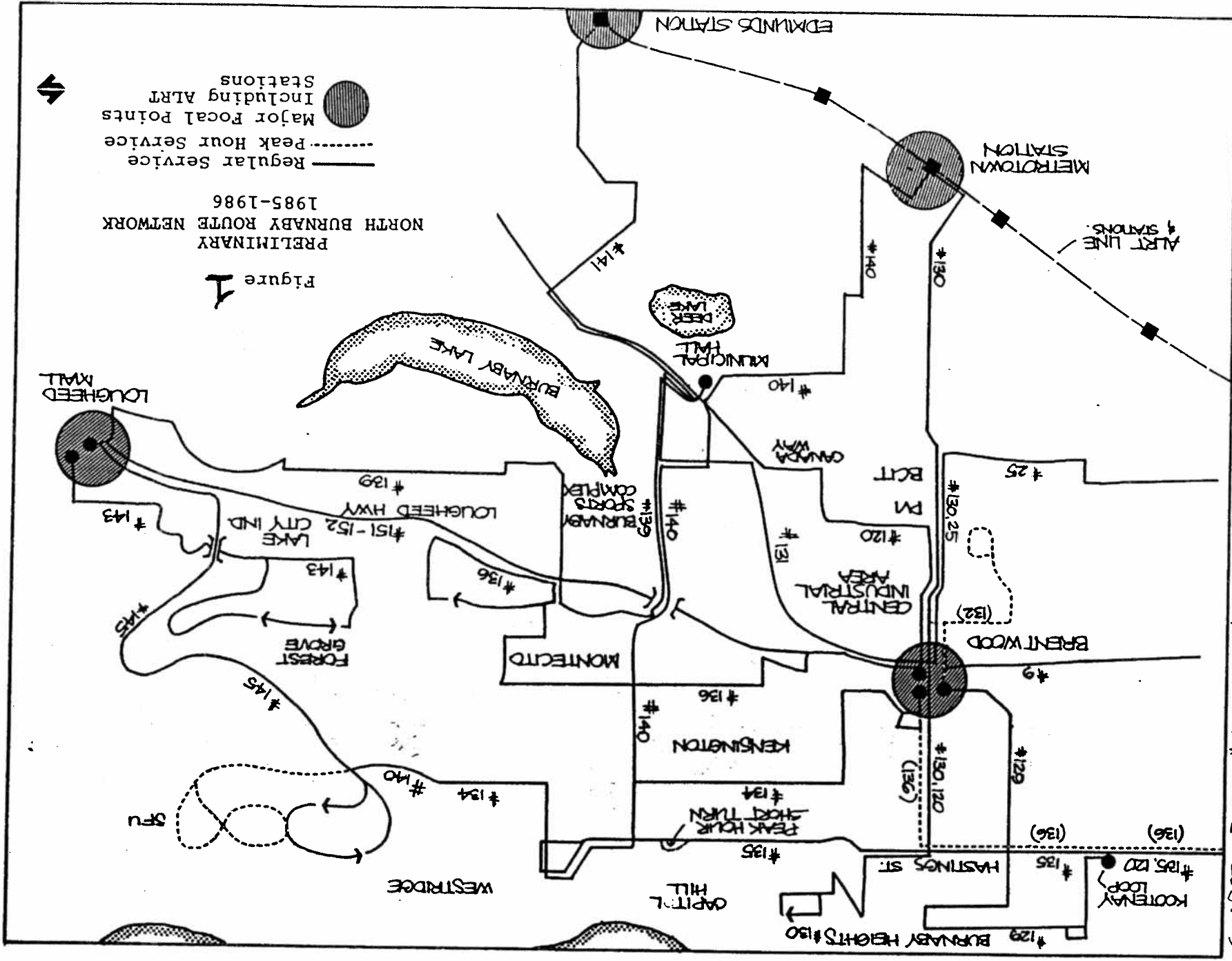


A.L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/mcb

cc: Director Engineering

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SOURCE BCT : "1985/86 ANNUAL SERVICE PLAN" (FIG 4.5 P.39)

