

RE: 1987/88 ANNUAL SERVICE PLAN FOR THE 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 1986 December 09

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our file:

SUBJECT: 1987/88 ANNUAL SERVICE PLAN FOR THE REGIONAL TRANSIT SYSTEM

RECOMMENDATION:

1. THAT a copy of this report be sent to B.C. Transit.

REPORT

1.0 INTRODUCTION/SUMMARY

The purpose of this report is to comment on the 1987/88 annual service plan for the Vancouver Regional Transit System issued as a preliminary report by B.C. Transit. The purpose of the annual service plan is to outline a base level service and to identify service changes for the fiscal year 1987/88 as a prerequisite to the development of a detailed operating budget. This preliminary report has now been approved by the Transit Commission and we understand that, as B.C. Transit's funding situation becomes clarified, a final report will be submitted to the Commission for its approval. Our report highlights the 1987/88 annual service plan changes that affect Burnaby and provides an update of municipally-related transit issues that are not addressed by a service plan document. These are discussed below.

2.0 1987/88 ANNUAL SERVICE PLAN

The service plan document proposes a number of changes that will have an indirect, albeit a positive, effect on Burnaby. For example, one of the proposed changes for September 1987 is the integration of north-east sector bus services and SkyTrain. While most of the route changes occur in Coquitlam as indicated in Exhibit A attached, two route revisions are proposed which directly affect Burnaby. These changes are described by BC Transit as follows:

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"#150 Lougheed Mall/Vancouver

The #150 route is a new route providing express service between Lougheed Mall and Vancouver replacing the existing #151 and 152 routes. The new service will be rerouted via Lougheed and Broadway instead of Hastings Street to Vancouver. The latter route will provide an improved linkage across Broadway as well as a SkyTrain connection at Broadway Station. In addition, through a modification of stopping arrangements, the #150 route will be able to replace the existing Broadway shuttle service between Brentwood and the Boundary Loop.

Proposed service levels are every 7 minutes peak periods, 15 minutes during the mid-day and 30 minutes evening and Sundays. To achieve economies of operation it is proposed to terminate the #150 route at Broadway Station during the evening and on Sundays. Connecting service to downtown Vancouver would be provided by SkyTrain.

#161 South Port Coquitlam/Vancouver

The #161 is a new peak period route designed to connect the South Port Coquitlam area with downtown Vancouver by way of the Coquitlam Centre Park n'Ride lot. The #161 will provide a more direct peak period route to downtown Vancouver than the current #160 service."

(BC Transit: 1987/88 Annual Service Plan, page 35)

BC Transit is also proposing a new UBC SkyTrain (Broadway) station express service in Vancouver. This service should be beneficial to Burnaby residents along the SkyTrain corridor who travel to UBC. Within Burnaby, BC Transit is also proposing to link SFU with Metrotown as discussed and illustrated in Exhibit 2 attached. Members of Council will recall that such a link has been recommended by Council to BC Transit in the past.

When BC Transit first asked us to suggest items for inclusion in the 1987/88 service plan, we responded with three concerns. Firstly, we recommended that BC Transit establish a planning context for the annual service plan by developing a hierarchy of longer range plans. B.C. Transit staff are now pursuing this and we have submitted suggestions for consideration in a 5 year (strategic) plan for the Greater Vancouver Regional Transit system. Secondly, we were concerned that the annual service plan should include a post-mortem of the previous service planning year(s). We believed that the plan should include some discussion of the success and failure of projects that were previously proposed and implemented (or not). In this context, we recommended inclusion of bus/SkyTrain integration in south Burnaby. The current plan does not include this, but this issue is dealt with further below. Thirdly, we recommended to BC Transit that they proceed to implement the north Burnaby area plan. This has also not been included in the 1987/88 service plan document but, again, we discuss it further below.

3.0 BUS/SKYTRAIN INTEGRATION IN SOUTH BURNABY

Members of Council will recall that when the bus/SkyTrain integration proposals were first mooted, Council proposed a number of significant alterations, some of which - such as the routing of the number 28 "Smith" bus to Metrotown rather than Joyce Station - were not incorporated into the changes implemented by BC Transit. The process of planning and implementing bus/SkyTrain integration also raised concerns amongst Burnaby residents. Ultimately, this led to the adoption by Council and BC Transit of a process for public involvement in planning transit route changes. This process of public participation adds to an already protracted planning and scheduling lead time requirement for implementing transit route changes. Given that BC Transit has not initiated the south Burnaby bus/SkyTrain integration review, we had assumed that any changes would take place in the 1987/88 service plan year. Recent discussions with BC Transit staff indicate that they will shortly be forwarding a report to the Municipality that provides a post-implementation review of bus/SkyTrain integration. This report will include an evaluation of routes' productivity as well as the analysis of the passengers' survey carried out by BC Transit. Transit staff have told us that their preliminary review suggests that, at this stage, only fine tuning of the bus/ALRT integration is required. Accordingly, this item has not been included in the 1987/88 service plan. Until we receive BC Transit's bus/ALRT integration report, we are not in a position to comment meaningfully on this matter further.

4.0 NORTH BURNABY AREA PLAN

The North Burnaby Area Plan has routinely been postponed from one service year to the next since BC Transit took over the planning function from the GVRD. The GVRD initiated a review of the North Burnaby area with a series of public meetings in 1982. In the draft service plan for 1986/87 (dated 1985 October), which was approved by our Council, BC Transit stated that:

"An analysis of the current community land use pattern, coupled with the performance of the existing transit system supports the conclusion that a major re-structuring 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 construction of a new operating centre on Boundary Road (at Kitchener Street) coupled with the January 3, 1986 bus-ALRT changes will allow the North Burnaby project to proceed as originally planned. The proposed implementation date is January 2, 1987." (BC Transit: 1986/87 Annual Service Plan, pages 42-43)

Notwithstanding this emphatic statement the final version of the 1987/88 Service Plan published in March 1986 quietly postponed the area plan to 1987/88. This postponement was perhaps understandable given the resource requirements of the bus/ALRT integration. However, the current exclusion of the North Burnaby Area Plan from the 1987/88 Service Plan year is difficult to accept.

We have, of course, reiterated our concerns regarding the north Burnaby area plan to BC Transit. BC Transit staff contend that the preliminary area plan proposal should be comprehensively reviewed, particularly in the wider context that includes bus/ALRT integration in south Burnaby. This extensive planning review, which will presumably include citizen involvement, will be carried out in the 1987/88 service plan year leading to implementation in the 1988/89 service plan year. In the annual service plan document, BC Transit suggests that "first phase" of the north Burnaby area plan will be implemented in September of 1987. This first phase refers to the routing proposals discussed in Section 2.0 above. We will continue working with BC Transit on this important transit planning issue.

5.0 DISCUSSION CONCLUSIONS

Municipal staff are not proposing any 'active' recommendations relative to BC Transit's preliminary draft of 1987/88 annual service plan. What little it contains for Burnaby appears to be beneficial. Items that are not in the service plan - the review of bus/SkyTrain integration in south Burnaby and the North Burnaby Area Plan - will be the subjects of future reports to Council.



A. L. PARR
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/jce
Attach.

cc: Director Engineering

EXHIBIT 'B'

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4.4.8 Introduce Simon Fraser University/Metrotown Service

Simon Fraser University (SFU) is a major generator of transit trips located in the northeast corner of the Municipality of Burnaby. Currently the campus is served by three bus routes, one of which connects to the Edmonds SkyTrain Station. Service, however, on the #142 SFU/Edmonds Station route operates only once an hour which has resulted in some overcrowding on the existing trips. The potential to generate greater numbers of passengers is constrained by the limited bus to bus connections at Edmonds Station and the population within walking distance of the station.

The North Burnaby Area Plan has proposed a new Simon Fraser University/ Metrotown Station link to replace the infrequent #142 route. The new service will follow the #142 route to the Burnaby Municipal Hall, then travel via Canada Way, Burris, Oakland, Nelson, Kingsway to the Metrotown Station (see Figure 4.5). Proposed service levels are every 30 minutes during the daytime and hourly during the evening and on Sundays.

The new #140 route would not only provide improved frequency between Sky Train and Simon Fraser University but would also provide a direct link between the high density Metrotown area and SFU. Metrotown Station, the terminus of the route, is the major bus interchange point in South Burnaby and is also the terminus for several East Vancouver services. In addition to providing improved Simon Fraser University service, the new route will offer improved north-south access in Burnaby connecting the Sperling-Kensington area directly with Metrotown thus meeting another of the area plan's objectives.

The cost of providing the new service is estimated at 660 hours for the balance of the fiscal year and 1120 hours on an annual basis. This represents an operating cost increase of \$33,300 for fiscal year 1987/88 and \$56,600 per annum. Included in the costs are revisions to both the #142 and #110-111 routes which would be partially replaced by the new #140 service. In the case of the former, the direct SFU/Edmonds route would be maintained during the peak periods only. The #110-11 route, however, would be revised to operate from the Metrotown Station to the Municipal Hall via Patterson and Moscrop. Service along Oakland and Burris formerly provided by the #110-111 route, would now be provided by the #140 route. The new route has the potential to generate 45,000 new additional rides on an annual basis.

The #140 SFU/Metrotown Station route is conditional upon the delivery of new hillclimber buses required for the SFU portion of the route.

