

ITEM 5
MANAGER'S REPORT NO. 66
COUNCIL MEETING 88/10/16

RE: 1989 - 90 ANNUAL SERVICE PLAN
PROPOSED TRANSIT CHANGES FOR NORTH BURNABY AND SFU

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER 1988 October 12
FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 08.211
SUBJECT: (i) 1989-90 ANNUAL SERVICE PLAN
(ii) PROPOSED TRANSIT CHANGES FOR NORTH BURNABY AND SFU

PURPOSE: The purpose of this report is to provide Council with background information regarding the appearance of John Mills, Vice President Planning and Scheduling, B.C. Transit, as a delegation on 1988 October 17 and to seek endorsement of the preliminary 1989/90 Annual Service Plan, for planning and budgeting purposes only.

RECOMMENDATIONS:

1. THAT Council endorse, for planning and budgeting purposes only, the proposed changes for the Burnaby Area as contained in the preliminary 1989/90 Annual Service Plan for the Vancouver Regional Transit System.
2. THAT a copy of this report be sent to Mayor D.A.S. Lanskaill, Chairman, Vancouver Regional Transit Commission, and John Mills, Vice President, Planning and Scheduling, B.C. Transit.

R E P O R T

Mr. John Mills, of B.C. Transit has requested the opportunity to appear before Council as a delegation 1988 October 17 to introduce the preliminary 1989/90 Annual Service Plan to Council. Copies of the service plan report have been enclosed with Council's agenda and additional copies are available for Public review in the Planning Department. Burnaby specific excerpts are also attached as exhibit A.

Planning and Building Inspection
re: 1989/90 Annual Service Plan
Proposed Transit Changes for
North Burnaby and SFU

1988 October 12

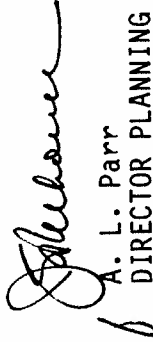
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On 1988 July 25, Council adopted a number of recommendations that proposed issues for consideration in the then forthcoming annual service plan. Some of these concerns have been responded to in the Annual Service Plan while others (as indicated by Mr. Mill's letter to Council) are still under review.

It is significant that B. C. Transit is proposing to commence implementation of the North Burnaby Area Plan in the next Service Plan year and will be including an extensive public consultation process to enable public input regarding the transit network. The phased approach has apparently been proposed for budgetary reasons but will also minimize the dislocation that inevitably results from more major adjustments to routing patterns. In addition, there will be an opportunity to review the preliminary proposals contained in the 1989/90 Annual Service Plan prior to their implementation. On this basis, we recommend that Council endorse, for planning and budgeting purposes only, the preliminary 1989/90 Annual Service Plan.



A. L. Parr
DIRECTOR PLANNING &
BUILDING INSPECTION

PL/Pd

cc: Engineer

EXHIBIT A EXCERPTS FROM "1989-90 ANNUAL SERVICE PLAN"
 BC TRANSIT (VANCOUVER REGIONAL TRANSIT SYSTEM)
 RE. NORTH BURNABY AREA PLAN

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Most of the growth has occurred in the northeastern sub-area where the new residential developments are located. Among these developments are Forest Hills north of Lake City Industrial Park and the Tyndale/Lawrence Drive area south of Burnaby Mountain Golf Course. In 1986, the population in these two areas was approximately 1,800.

In order to meet the new demand generated by these developments a major restructuring of the transit system is proposed. Experience elsewhere has shown that introducing massive changes creates a certain amount of negative reaction, as people's travel patterns are affected. Existing funding constraints also limit the amount of change that can be made. Based on these two reasons, it is proposed that service changes in North Burnaby be introduced over a three-year period. Phase 1 will be implemented in fiscal year 1989/90, Phase 2 in fiscal year 1990/91, and Phase 3 in fiscal year 1991/92.

1989/90 Strategies for North Burnaby

A major transit issue that has been identified in the North Burnaby Area Plan is the lack of service in the new developments of Forest Hills and Tyndale/Lawrence, both located in the northeast sub-area.

Based on this the following strategies are proposed for implementation in September 1989.

- Introduce new service in areas not currently served by transit;
- Retroute existing services to better meet current needs;
- Improve transit links between the major activity centres;

Proposed Service Changes

The routing configurations described below are preliminary and are intended to fulfill the basic service objective and to develop an operating budget. The routings will be finalized in conjunction with the Municipality of Burnaby through the Area Planning Program. As part of the program, extensive public consultation is proposed before the changes are implemented. Figure 4.2 displays the preliminary route system.

#133 Lougheed Mall/Municipal Hall/Metrotown Station

The #133 is proposed to serve the Government Road area and connect Lougheed Mall with Metrotown Station via the Burnaby Municipal Hall. Essentially, the new route is a combination of the #110 Municipal Hall/Metrotown Station and a section of the existing #133 Lougheed Mall/Kootenay Loop. The proposed service levels are every 15 minutes peak periods and every 30 minutes at all other times between the Municipal Hall and Metrotown Station, and every 30 minutes peak periods and every 60 minutes at all other times between the Municipal Hall and Lougheed Mall.

To meet this demand, it is proposed that the #353 route be operated from White Rock Centre to Ocean Park on Sunday and holidays. The cost of providing the service is 135 hours or \$5,100. A total of 4,000 additional rides are expected as a result of implementation of the seasonal service.

Tsawwassen Ferry Service (June 1989)

The #640 route provides direct service from Scottsdale Mall in North Delta to the Tsawwassen Ferry Terminal. During the busy tourist season from mid-June to mid-October, ferry sailings are increased to every hour. It is proposed that the #640 route also be increased to every hour in order to connect with each ferry arrival and departure.

The cost of providing the additional service is 1,150 hours or \$43,000. Ridership is projected to increase by 22,000 rides as a result of the service improvement.

4.4 Service Changes for June 1989

4.4.1 Seasonal Service Adjustments

In addition to the changes identified for implementation in April 1989, a number of service adjustments are proposed to commuter service during the summer months.

Commuter Services (June 1989)

Historically, peak period ridership declines over the summer months by between 10 and 15%. The decline can be attributed to a number of factors including school closures and summer vacations. Capacities on major bus routes, however, are not seasonally adjusted to take into account the reduced passenger volumes. As a result, excess capacity exists as the reduced passenger volumes are spread over the same number of vehicles.

It is proposed for the summer period June through September 1989, that seasonal adjustments be made on transit routes and corridors where the peak period frequency is less than 10 minutes. The seasonal adjustment has the potential to reduce service hours by 2,000 hours for the fiscal year representing a savings of \$74,000. The seasonal change will not affect ridership.

4.5 Service Changes for September 1989

4.5.1 North Burnaby Service Changes

Setting

The North Burnaby transit planning area lies between Boundary Road on the west and North Road on the east and extends from Burrard Inlet on the north to Moscrop/Gilpin/Highway 1 on the south. In 1986, the population of North Burnaby was approximately 74,000, a 6.0% increase from 1981.

The #142 is a peak period service currently operating between SFU and Edmonds Station. It is proposed to extend the route to 22nd Street Station to provide a connection with North Delta, Newton and White Rock services. In addition, it is proposed to reroute the #142 from Spelling to Dutchie between Broadway and Curtis. The #142 service currently duplicates the #144

#134 Lougheed Mall/Kootenay Loop

The #134 is proposed to serve the Forest Grove, Forest Hills, and Tynedale-Lawrence areas. This new route combines another section of the existing #133 Lougheed Mall/Kootenay Loop with a new service along Broadway between Underhill and Dutchie. In addition, the #134 will supplement the #136 service in the high density Montecito area. Proposed service levels are every 30 minutes during the daytime and every 60 minutes evenings and Sundays.

#136 Montecito/Brentwood

The #136 will be rerouted along Curtis, Parker and will be terminated at Brentwood. Service along Kitchener will be eliminated since the new #133 route will operate along Hallfax and provide the necessary coverage for the area. The #136 service will continue to operate every 30 minutes during the daytime and every 60 minutes evenings and Sundays.

Cost and Ridership Impacts

The proposed Phase 1 changes in North Burnaby are projected to increase ridership by about 100,000 on an annual basis.

The proposed changes will increase service hours by 5,600 hours for fiscal year 1989/90 and 9,900 hours on an annual basis.

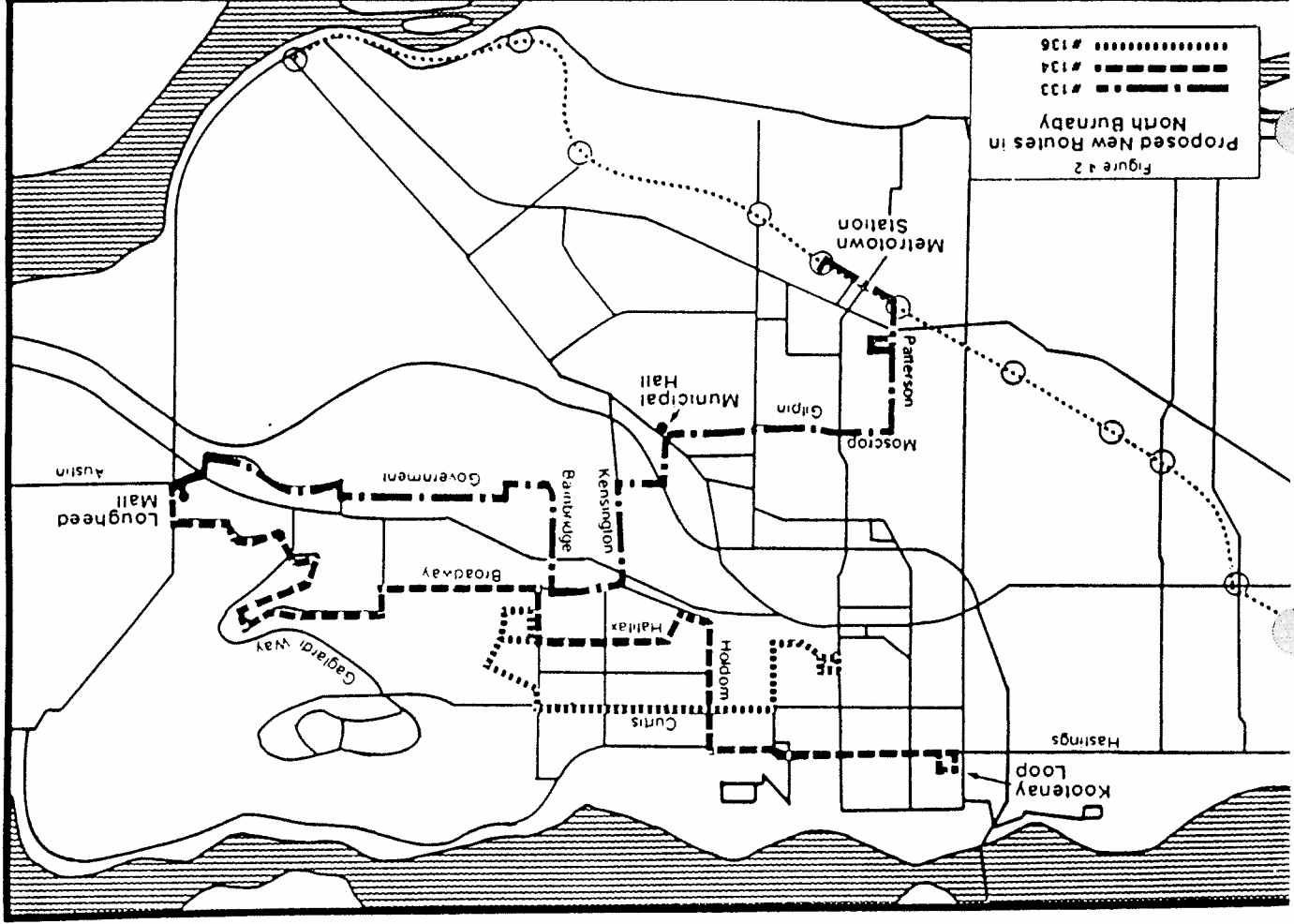
4.5.2 Proposed Changes for SFU

Simon Fraser University (SFU) is a major trip destination for the whole Vancouver region. The Simon Fraser Student Association, in a recent presentation to the Vancouver Regional Transit Commission, requested improved transit service from the Surrey-Delta area to SFU and a route extension to the Lougheed Park n'Ride facility on Lougheed Highway and King Edward in Coquitlam.

Recent analysis reviewed the distribution of undergraduate students by area of residence, comparing fall 1987 with fall 1982 data. The comparison revealed that over this five-year period, there has been a significant growth in the number of students who live in the Surrey/Delta/White Rock area. In total, the number of students almost doubled from 660 in 1982 to 1,281 in 1987.

Based on this, two route extensions are proposed to meet this growth in demand, as follows:

#142 SFU/22nd Street Station



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SFU/Metrobus station route along this section and the rerouting will provide better service to the high density area of Montecito. Figure 4.3 illustrates the proposed changes to the #142.

The proposed #142 route extension can be accomplished through a minor scheduling adjustment within the existing service hours.

#145 Guildford/Lougheed Mall/SFU

The existing #145 Lougheed Mall/SFU route will be extended to provide a service between Guildford, the Lougheed Park and Ride lot in Coquitlam and the Lougheed Mall and Simon Fraser University in Burnaby. The #145 extension will be operated during the peak and mid-day periods, Monday through Saturday. Proposed service levels are every 30 minutes peak period and 60 minutes daytime. An origin-destination analysis revealed that there was sufficient transit demand between North Surrey and the Lougheed Mall area to warrant this service. As well, an analysis of the travel origins of Simon Fraser University students revealed that the number of students residing in Surrey, Delta and White Rock combined has increased from 660 in 1982 to 1,281 in 1987. Figure 4.4 illustrates the route extension.

The #145 extension will result in an additional 3,785 service hours in 1989/90 and 6,550 service hours annually. The added cost of the new service is \$140,000 for the 1989/90 fiscal year and \$242,000 thereafter. Ridership is projected to increase by 150,000 per annum as a result of the extension.

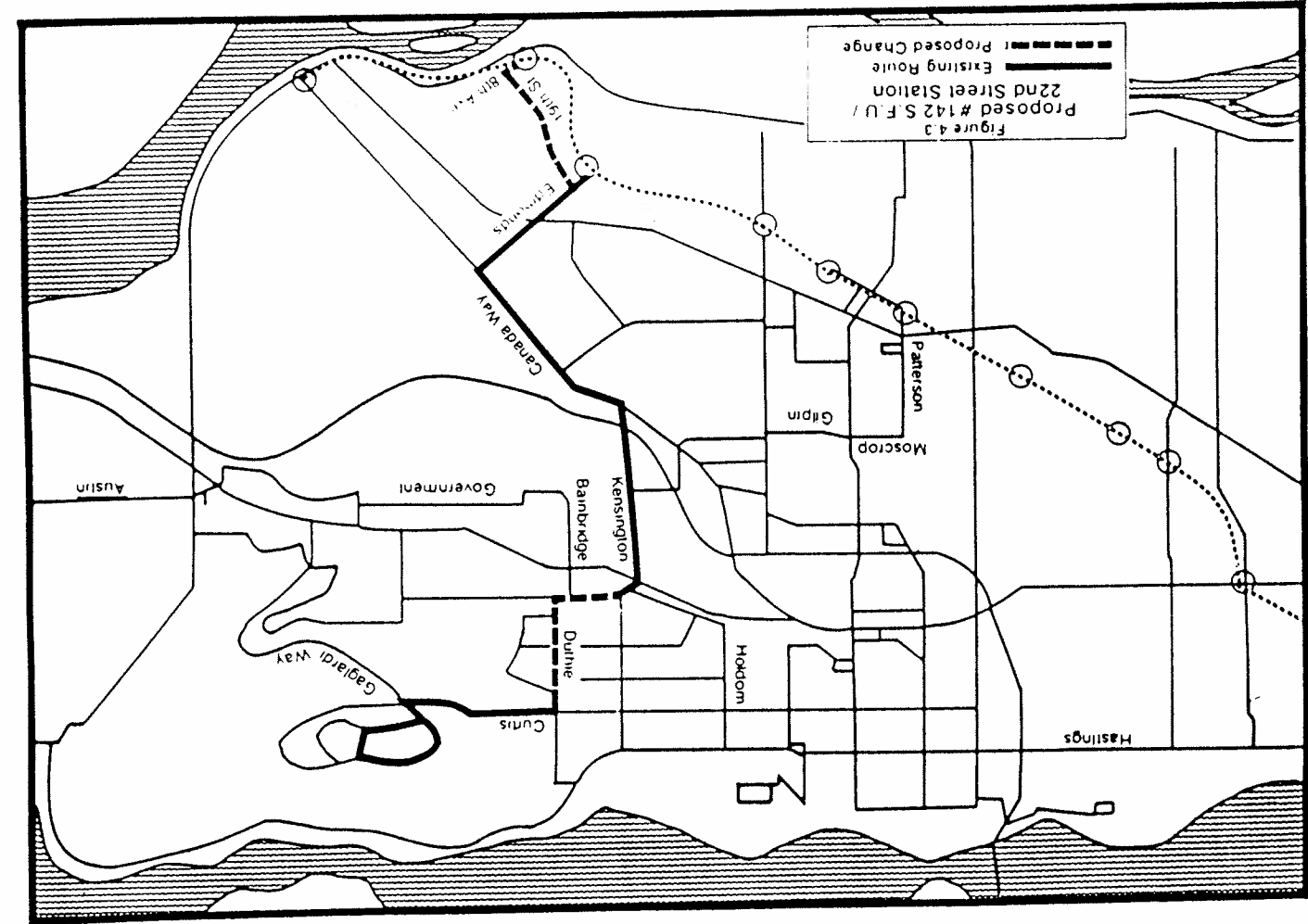


Figure 4.3
 Proposed #142 S.F.U. /
 22nd Street Station
 Existing Route
 Proposed Change

